

AMERICAN

# RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, MAY 15, 1858.

Second Quarto Series, Vol. XIV., No. 20.---Whole No. 1,152, Vol. XXXI.

ESTABLISHED IN 1831.

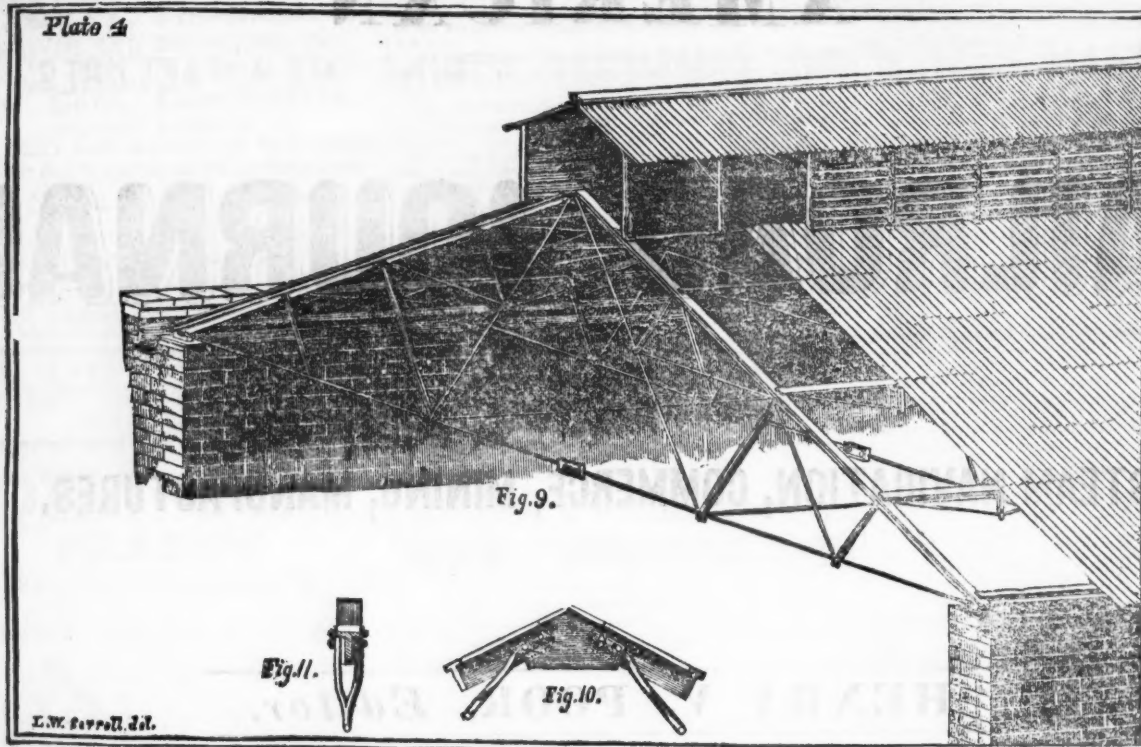
NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,  
No. 9 Spruce Street.

# ROOFING.

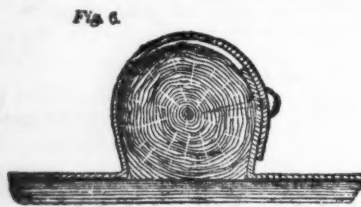


THE subscribers, manufacturers and importers of PATENT GALVANIZED TINNED IRON, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance. The advertisers can refer particularly to Roofs they have

erected in the New York Navy Yard, also to that of the New Jersey Railroad and Trans. Company, Jersey City. In Great Britain it is used at all the railroad depots and navy yards in enormous quantity. The corrugated sheets, as on the above iron framed roof, are equally suited to lay upon wood framing, either straight, or curved.

Plain sheets are prepared to lay on boarded roofs (such as have had tin coverings) by making a flute on the side so as to fasten to a wood roll, reaching from ridge to eaves and placed between each tier of sheets, see figs. 6 and 8 below. The transverse joints are secured as shown by fig. 7.

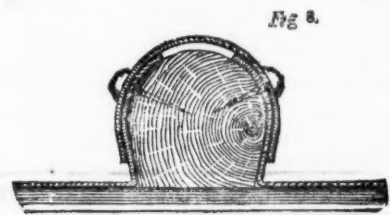
Estimates and designs for Buildings and Roofs, &c., &c.



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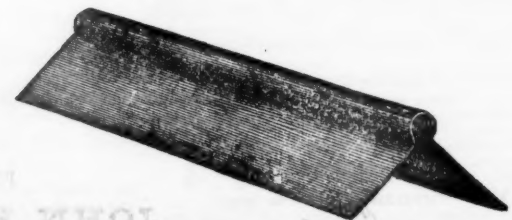
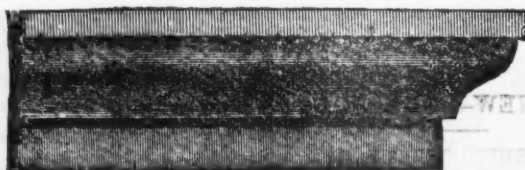


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**Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.**  
**TELEGRAPH AND FENCING WIRE, BLACK SHEET IRON SHIPS' IRON WORK,**  
**LIGHTNING RODS. CORRUGATED. SPIKES, NAILS, &c., promptly galvanized.**



**MARSHALL LEFFERTS & BROTHER,**  
**No. 57 Beekman st., NEW YORK.**



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SECOND QUARTO SERIES, VOL. XIV., No. 20.]

SATURDAY, MAY 15, 1858.

[WHOLE No. 1,152, VOL. XXXI.]

Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, London, are the authorised European Agents for the Journal.

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#### American Railroad Journal.

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New York, Saturday, May 15, 1858.

**Cleveland, Columbus and Cincinnati R. R.**  
The following is an abstract of the Annual Report of the Directors to the stockholders of the Cleveland, Columbus and Cincinnati Railroad Company, for the year ending December 31, 1857.

The gross earnings of the road show a decrease, as compared with the previous year, of \$180,013.38, which is plainly to be attributed to the small amount of produce in the State, to be moved previous to the last harvest, and the general depression in business since then. Some part of this decrease, however, is owing to the fact that this company, by contract with the Cleveland and Toledo Railroad Company, relinquished to that company the East and West business over twenty-five miles of its road between Cleveland and Grafton, amounting in gross to some \$145,000 per year, for an annual rent of its tracks between those places, for the net sum of \$66,000 per year.

The expenses have been somewhat increased, owing to the large renewal of rails required to relay that part of the road formerly laid with compound rail. Otherwise than this, the expenses are less than the previous year.

The road has been operated during the year with but few accidents, and none of a serious character to life or property, for which much credit is due to those in charge of the road bed and trains running upon it, and the admirable system of rules adopted by the Superintendent.

There has been charged to the account of Surplus Earnings the sum of \$179,382, being an excess in the cost of various stocks owned by this company in other companies over their present value in cash.

The gross earnings of the road are..\$1,149,741.39  
Expenses for all purposes..... 635,001.07

Showing net earnings of..... \$514,740.32  
Out of which dividends have been paid, and are to be paid as follows:  
July dividend, paid August  
1st, five per cent.....\$237,305  
January dividend, to be paid  
Feb. 1st, five per cent..... 237,305

Leaving a surplus of..... \$40,130.32  
Of which there has been expended and charged to construction account, to complete graveling the track, \$20,692.86.

The assets and liabilities of the company, as appeared by its books on the 31st of December, are as follows:

ASSETS.	
Roads and depots.....	\$4,069,627.41
Equipments.....	682,692.23
	\$4,752,319.64
Stocks and loans.....	\$65,669.57
Materials on hand.....	117,479.45
Bills receivable.....	39,550.00
Amount due from Agents, &c., and interest.....	111,047.13
Cash.....	248,751.28
Total assets.....	\$5,295,267.07

LIABILITIES.	
To stockholders capital stock.....	\$4,746,220.00
Convertible bonds.....	\$38,000
Non-Convertible bonds.....	2,400
Franklin Co. bonds assumed. 50,000	
	90,400.00
Dividends uncalled for.....	8,047.40
Dividend No. 13, payable Feb. 1st..	237,305.00
Due other companies.....	215.39
Surplus earnings.....	213,079.28

Total liabilities.....\$5,295,267.07

The following is an abstract of the Superintendent's Report.

The income for the past year was derived as follows:—

From freight.....	\$636,216 54
" passengers.....	371,575 04
" express and mails.....	49,254 84
" rents and lease of track.....	78,022 67
" dividends and interest.....	14,672 30
	\$1,149,741 39

The gross income from passenger trains the past year was \$420,829 88, against \$453,942 45, showing an apparent decrease in 1857 of \$33,112 57; but by crediting the passenger income with one-half of the rent income, which is less than its proportion as compared with former years, it will show a small increase of earnings from passenger trains over the preceding year, from the main line of road.

The freight income of the road for the past year, was \$636,216 54 for 255,648 tons transported, against \$827,311 87 and \$347,008 tons transported in 1856, showing a decrease in 1857 of \$191,095 33 and 91,360 tons.

The expenses for the year were for—	
Freight and passenger transportation.....	\$216,863 70
General expenses.....	21,317 74
Repairs of track.....	138,856 61
Do. locomotives.....	66,381 29
Do. cars, buildings, etc.....	60,388 60
Fuel account.....	66,166 32
Miscellaneous.....	65,628 81
	\$635,001 07

The total expenses for operating, and repairs to track, machinery, etc., were increased over the preceding year \$6,051 18. This increase was wholly in repairs to track. That account being increased \$43,232 62, while the other expenses were reduced \$37,181 44.

The number of locomotives has not been increased the past year.

13 passenger locomotives, 23 freight do., 3 switching do., 3 small do. not in service,—total 42 locomotives.

The number of miles run in the different branches of service, was 678,757.

The passenger equipment has been increased and improved, and is as follows:

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The number of miles run in the different branches of service, was 678,757.

The passenger equipment has been increased and improved, and is as follows:

27 first class cars, 4 second class do., 5 baggage do., 3 mail and express do.

The freight equipment, at the close of the year, was:—220 eight wheel house cars, 64 do. do. do. stock cars, 83 do. do. open cars, 67 platform cars. Total, 434,—being an increase of twenty cars since the last report.

The total equipment is in general good condition, and sufficient for the prospective business of the coming year.

The following are the directors and officers for 1857:—

L. M. HUBBY, *President*.  
E. S. FLINT, *Superintendent*.  
P. KIDDER, *Chief Engineer*.  
GEO. H. RUSSELL, *Secretary*.  
T. P. HANDY, *Treasurer*.  
F. W. BOWEN, *Pay Master*.  
A. HILLS, *General Freight Agent*.  
H. C. MARSHALL, *General Ticket Agent*.

## DIRECTORS.

John M. Woolsey, New Haven, Ct.; David Dows, New York; Amasa Stone, Jr., Stillman Witt, Samuel Williamson, Martin B. Scott, Leander M. Hubby, Cleveland; Alfred Kelley, John Miller, Columbus; Hosea Williams, Delaware; Erastus S. Prosser, Buffalo.

## Greenville and Columbia Railroad.

The Annual Meeting of the stockholders of this Company was held on Thursday, 29th ult., in their Hall at Columbia.

The following resolution offered by Mr. JAS. D. TRADEWELL in regard to the issuing of bonds, was adopted unanimously:

*Resolved*, That the Board of Directors of the Greenville and Columbia Railroad Company be authorized to issue the Bonds of the said Company to the amount of two hundred and fifty thousand dollars (\$250,000) if so much be necessary, for the purpose of carrying on such improvements in the way of permanent construction as, in the judgment of said Board, may be required and expedient, and that said Bonds be redeemable and payable in — years from date thereof, and shall bear an interest at the rate of seven per cent. per annum, payable semi-annually.

The following resolution was adopted by a large majority:

*Resolved*, That to facilitate the construction of the Georgia Air Line Railroad from Atlanta to Anderson, this Company will guarantee the Bonds of said Air Line Railroad Company to the amount of three hundred thousand dollars, as follows, to wit: One hundred thousand dollars so soon as the said Company shall have graded and put in condition to receive the iron, a section of twenty miles of their road, commencing at the line of the State of South Carolina, opposite Anderson, and extending in the direction of Atlanta; one hundred thousand dollars so soon as an additional section of twenty miles of said road is graded and made ready for the iron; and one hundred thousand dollars whenever a third section of twenty miles is in like manner made ready to receive the iron rails. The said guarantee to be made the express conditions: First, that the Bonds so guaranteed shall be used for no other purpose than to procure the iron rails, chairs and spikes for said sections of road, and to lay down the same; and second, that the said Georgia Air Line Railroad Company shall first give to this Company the security usually given in such cases, to indemnify against the possibility of loss on account of said guarantee, *Provided*, That the said Company shall, within five years, put itself into a condition to receive the guarantee above offered.

The following officers were elected for the ensuing year:

THOMAS C. PERRIN, *President*.

Vardrey McBee, J. N. Whitner, Charles Smith, J. B. O'Neal, Robert Stewart, Daniel Blake, T. M. Cox, J. P. Reed, J. F. Livingston, Simeon Fair, J. M. Allen, C. G. Memminger,—*Directors*.

## Canals of the United States.

Compiled by RICHARD SWAINSON FISHER, Esq.

Canals.	Termini.	Length. Miles.
<b>MAINE.</b>		
Cumberland & Oxford...	Portland, Sebago Pond	20.50
Songo River Improvem't.	Lock in Songo R.	30.00
		50.50
<b>NEW HAMPSHIRE.</b>		
Bow Falls.....	Around Falls in Merrimac R.	0.75
Hookset Falls.....		0.13
Amoskeag Falls.....		1.00
Sewell's Falls.....		0.25
Middlesex.....	See Massach's'tts.	2.13
<b>VERMONT.</b>		
White River Falls.....	Around Falls in Connecticut River.	0.50
Bellows Falls.....		0.16
Waterqueechy.....		0.40
		1.06
<b>MASSACHUSETTS.</b>		
Middlesex.....	Probably disused.	27.00
Pawtucket.....	Around Falls....	1.60
Blackstone.....	Probably disused.	45.00
Montague Falls.....	Around Falls in Connecticut R.	3.00
South Hadley.....		2.00
		78.60
<b>RHODE ISLAND.</b>		
Blackstone.....	See Massachusetts.	....
<b>CONNECTICUT.</b>		
Enfield Falls.....	Around Falls in Connecticut R.	5.50
		5.50
<b>NEW YORK.</b>		
Erie, Eastern Division...	Alb'y, Oneida L.	133.58
Albany Basin.....	Albany.....	0.77
Champlain, Glen Falls	Watertown, Whitehall.	78.00
Feeder.....		
Black River Feeder	Utica to Navig-	95.00
Improvement.....	able Black.	
Erie, Middle Division...	Oneida Lake, E. line Wayne Co.	73.00
Chenango.....	Utica, Bingham'n.	97.01
Oneida Lake.....	Oneida L., Main l.	6.00
Oswego.....	Syracuse, Oswego.	38.00
Baldwinsville Side Cut...	Baldwinsville, Oswego Canal....	0.75
Oneida River Improv't		20.00
Seneca R. Towing Path		5.25
Cayuga and Seneca.....	Montez'ma, Geneva	23.00
Crooked Lake.....		8.00
Chemung.....	Seneca L., Elmira.	23.00
Feeder.....	Corning, Fairport.	16.00
Cayuga Inlet.....		2.00
Erie, Western Division...	E. line Wayne Co., Buffalo	155.00
Genesee Valley.....	Rochester, Olean.	106.00
Danville Side Cut.....	Danville, Shakers.	12.00
Delaware and Hudson...	See Pennsylvania.	108.00
Junction.....	Elmira, State line, Pa.	....
Croton Aqueduct.....	Croton Lake, N. York City	40.00
		1,039.86
<b>NEW JERSEY.</b>		
Delaware and Raritan...	Trenton, N. Bruns-	43.00
Morris.....	Jers. City, Easton.	101.70
Salem.....	Salem, Delaware River	4.00
		148.70

## PENNSYLVANIA.

Main Line, Eastern Div.	Columbia, Hollidaysburg	173.00
Do. Western Div.	Johnst'n, Pittsb.	103.00
Susquehanna Division...	Juniata Junction, Northumberland	41.00
West Branch.....	Northumberland, Farrandsville	76.00
Lower North Branch...	Northumberland, Pittston	73.00
Upper do.	Pittston, State L., N. Y.	94.00
Delaware Division.....	Bristol, Easton	60.00
Schuylkill Navigation...	Philadelphia, Port Carbon	108.00
Lehigh do.	Easton, Stodartsville	84.00
Union.....	Reading, Middletown	77.00
Branch.....	Junction, Pine Grove	22.00
Susquehanna and Tide	Col'mbia, H'vere Water, 13 m. in Md.	45.00
Wisconisco.....		
	Cl'rk's Ferry, Millersburg	13.00
Beaver and Erie.....	Beav'r, Erie City	136.00
French Creek Feeder	Meadville, Evansburg	21.00
Penn. & Ohio Cross Cut,	Newcastle, Akron, Ohio.	78.00
68 m. in Ohio.....		
Monongahela Navigation.	Pittsburg, 10 m. N. Virg. line	84.00
Bald Eagle and Spring	Bellefonte, Lockhaven	25.00
Creek Navigation...		
Conestoga do.	Lancaster, Safe Harbor	18.00
Youghiogeny Navigation.	McKeesport, West Newton	18.00
		13,49.00
<b>DELAWARE.</b>		
Chesapeake & Delaw.,	Delaware City, Chesap'ke City,	13.50
4 m. in Md.....		
		13.50
<b>MARYLAND.</b>		
Chesapeake and Ohio,	Georget'n, D.C. Cumberland,	191.00
3 m. in D. of C. ....		
Chesapeake & Delaware.	See Delaware.	
Susquehanna & Tide W.	See Pennsylvania.	191.00
<b>DIST. OF COLUMBIA.</b>		
Chesapeake and Ohio...	See Maryland.	
<b>VIRGINIA.</b>		
Alexandria.....	Alexandria, Aqueduct	7.20
James River & Kanawha.	Richmond, Buchanan	147.78
Dismal Swamp.....	Norfolk, Elizabeth City, N. C.	23.00
Do. Branches.....	Several	11.00
		188.98
<b>NORTH CAROLINA.</b>		
Weldon.....	Roanoke R. Improvement	12.00
Club Foot and Harlow...	Beaufort, Neuse River	1.50
Dismal Sw'p & Branches.	See Virginia.	13.50
<b>SOUTH CAROLINA.</b>		
Santee.....	Cooper River, Santee River	22.00
Winyaw.....	River Improv'ts,	7.50
Saluda.....	do.	6.50
Drehr's.....	do.	1.30
Lorick.....	do.	1.00
Lockhart's.....	do.	2.70
Wateree.....	do.	4.00
Catawba.....	do.	7.50
		62.50
<b>GEORGIA.</b>		
Savannah and Ogeechee	Savannah, Ogeechee River	16.00



Brunswick .....	Brunswick, Ala- tamaha River ..	12.00
		28.00
<b>ALABAMA.</b>		
Muscle Shoal .....	In Tennessee R. .	35.70
Huntsville .....	Huntsville, Ten- nessee River...	16.00
		51.70
<b>LOUISIANA.</b>		
Orleans Bank .....	New Orleans ....	4.25
Carondelet .....	do. ....	4.00
Barataria .....	N. Orleans, Lake Cataouache ....	8.50
Lake Veret .....	New Orleans ....	8.00
		24.75
<b>KENTUCKY.</b>		
Louisville and Portland ..	Louisv., Portland. .	2.50
Kentucky River Improv't.	River Improv'ts. .	100.00
Licking River .....	do. ....	94.00
Green River .....	do. ....	190.00
Barren River .....	do. ....	100.00
		486.50
<b>ILLINOIS.</b>		
Illinois and Michigan ..	Chicago, Peru. ....	102.00
		102.00
<b>WISCONSIN.</b>		
Fox & Wiscons. Portage.	Across Portage ...	2.00
		2.00
<b>MICHIGAN.</b>		
Saut St. Marie .....	Left Bank of St. Marie River ...	0.75
		0.75
<b>INDIANA.</b>		
Wabash & Erie, 90 m. {	Evansville, Tole- }	469.00
in Ohio .....	do, O. ....	
Whitewater, 7 or 8 m. {	Lawrenceburg, }	74.00
in Ohio .....	Hagerstown, }	
		543.00
<b>OHIO.</b>		
Ohio and Erie .....	Portsm'th, Clevel. .	307.00
Zanesville Branch .....	Junction, Zanesv. .	14.00
Columbus Branch .....	Junction, Col'mb's	10.00
Lancaster Branch .....	Junction, Lancast'r	9.00
Hocking Valley .....	Lancaster, Athens	56.00
Walhonding Branch .....	Coshocton, up W. Valley .....	25.00
Eastport Branch .....	Junction, Eastp't	4.00
Dresden Branch .....	Junction, Dresden	2.00
Miami and Erie .....	Cincinnati, Wab- ash Junction ...	178.00
Muskingum Improvem't.	Zanesv., Marietta. .	91.00
Sandy and Beaver .....	Bolivar, Liverpool	86.00
Canton Branch .....	Junction, Canton. .	14.00
Penn. & Ohio Cross Cut.	See Pennsylvania.	
Wabash and Erie .....	See Indiana.	
Whitewater .....	See Indiana.	
		796.00
Total .....		5,131.53

**St. Louis and Iron Mountain Railroad.**

It has been announced that the St. Louis and Iron Mountain Railroad is completed to Pilot Knob, and the cars are now running regularly on the same. This is a road running south from the city of St. Louis, and nearly on an air line between that city and New Orleans, crossing the city of Memphis. The Mississippi and Tennessee Railroad, starting from Memphis south, is on the same line, and it enters the Mississippi Central at Grenada, thus forming a straight connection with the Jackson road. The road in Mississippi is in rapid progress, and is promised to be completed within a comparatively short time. In view of the great value of completing this chain of rail connections between New Orleans and St. Louis, a road is projected from Memphis to the Iron Mountain, and interest is being made to secure it State

aid. It would be a grand and useful work for the western country, and is especially desirable for New Orleans.—*New Orleans Picayune.*

**Northern Central (Md.) Railroad.**

The following is an abstract of the Annual Report of the Directors to the stockholders of the Northern Central Railway Company, for the year ending Dec. 31, 1857:

The gross revenue for 1857 was .....\$731,688 14  
Gross expenses..... 448,404 00

Net revenue.....\$283,284 14  
This sum has been further augmented  
by rents and dividends..... 10,310 03

\$294,594 17

**DISBURSEMENTS.**

Paid int't on bonded debt.\$233,669 66  
Paid dividend and sinking  
fund due W., Y. and G.  
R. R. Company. .... 13,944 60  
Paid interest on bonded  
debt of said Company.. 6,888 40  
Paid damages on account  
of accident on Baltimore  
and Susquehanna R. R.  
on 5th of March and 4th  
of July, 1854. .... 8,863 49  
Paid interest and exch'ge 3,745 23

267,111 38

Balance.....\$26,482 79

The cost of operating the road for 1857, in the ratio of expenses to receipts, exceeds that of 1856, 6.68 per cent.

At the Company's shops extra force has been employed in rebuilding locomotives, passenger and burden cars, and large expenditures were made in the renewal and repairs of roadway between Baltimore and Bridgeport. Upwards of twelve miles of new iron were laid on this section of the road, and 39,546 cross-ties renewed, the cost of which has been charged to working expenses.

It has been the policy of this Company, since its organization, to prosecute the work of construction to completion as rapidly as the finances of the Company would admit.

The reports of the Baltimore and Susquehanna, and the York and Cumberland Railroad Companies for the year 1854, showed that the total amount paid by these two companies on account of interest and bonds and dividends was only \$52,567 50, and by the same reports it was shown that the Consolidated Company had assumed the payment of an annual interest to the State of Maryland and bondholders, amounting to \$158,376, and liabilities to the amount of \$106,449, besides a large amount of claims, pending and unsettled, on account of accidents on the Baltimore and Susquehanna Railroad, on the 6th of March, and 4th of July, 1854.

With this exhibit of the liabilities of the Consolidated Company, the Directors commenced the work of establishing a credit, through which to provide the means to meet existing obligations, and to pay interest on bonds, to be created and applied to construction. In 1855 the net revenue amounted to \$282,182; in 1856, to \$301,980 25; and in 1857, to \$283,284 14—making a total of \$867,446 39.

Of this sum there was applied to the payment of interest on debt in 1855, \$132,237; in 1856, \$191,222 03; and in 1857, \$233,669 66—making the gross sum paid under that head, \$557,128 69; leaving a balance of surplus net revenue for the

three years, as stated, of \$310,317 70. The following statement will show the disposition of this balance:

Interest on W. Y. and G. R. R. Bonds  
and debt, (balance) .....\$29,281 80  
Rolling Stock—8 Locomo-  
tives .....\$88,327 16  
576 Coal Cars ..... 104,480 00  
Passenger, Baggage and  
Mail Cars..... 2 768 40  
Freight Cars..... 16,344 06

212,279 62

Real Estate..... 8,558 56  
New Road..... 20,464 30  
Balance, represented by increased funds 39,733 42

\$310,317 70

During the same period the Company have appropriated \$150,975 31 for the purchase of new rails, and \$27,600 for materials which have been used in the renewal of 26 miles of the old road between Baltimore and York, and charged and settled in the monthly current expenses of the repairs of the road department.

The first section, from Bridgeport to Marysville, the junction with the Pennsylvania Railroad, eight and a half miles in length, is nearly completed, and in operation for tonnage as far as the Pennsylvania Railroad Company's bridge.

The second section, comprising that portion of the road between Dauphin and Millersburg, a distance of 18.80 miles, was finished in January, 1857, and has been operated since that period.

The third section, from Millersburg to Trevorton bridge, a distance of 15.40 miles, was completed and opened for business in July last.

The fourth section, between Trevorton bridge and Sunbury, a distance of 10.80 miles, is now under contract, in the hands of efficient and responsible parties, who are required by the conditions of their contracts to do the graduation, ballasting and masonry on their respective sections.

The Board feel satisfied that from the present condition of the work and the reliability and energy of the contractors, the road will be open and ready for business during the month of June.

The total expenditures, prior to and since consolidation, on account of construction of road from Bridgeport to Sunbury, and from Rockdale to Canton, to 1st January, 1858, were. ....\$2,595,162.01  
To which add interest on Loans Nos.

5, 6 and 7, issued for construction,  
and paid since consolidation..... 245,923.69

\$2,841,085.70

Derived from the following means:  
Loan No. 5, \$500,000 iss'd.\$500,000.00  
" " 6, 300,000 " 292,300.00  
" " 7, 2,500,000 " 1,435,000.00  
Temporary loans..... 300,024.03  
Cash adv'd fm rev'e acct. 266,387.99

2,793,712.02

Per cent. due contract's in bds. at par. \$47,378.68

Balance Sheet of the Northern Central Railway  
Company, December 31, 1857.

**RESOURCES.**

Cost of Road and Appurtenances.  
Baltimore to Bridgeport.....\$3,721,191.87  
Engine and station houses. .... 10,281 80

\$3,731,473 17

Bridgeport to Sunbury ..... 769,557 55  
Bridgeport to Millersburg..... 688,907 20  
Millersburg to Trevorton Bridge... 455,318 58  
Trevorton Bridge to Sunbury..... 40,418 82  
Bridge over the Susquehanna River 215,971 31  
Canton Division..... 297,610 37



Construction .....	108,715 18
Real estate .....	\$6,897,972 18
Rolling stock .....	312,283 76
	618,279 62
	\$7,238,540 56

<i>Funds:—</i>	
Cash in Bank .....	69,978 58
Sundry accounts .....	41,419 28
Investments .....	483,800 57

<i>Sinking Funds:—</i>	
For Loan of \$150,000—	
No. 1 .....	\$43,555 00
For Loan of \$500,000—	
No. 5 .....	31,234 99
For the Wrightsv., York and Gettysburg R. R. Co. ....	21,000 00
	95,789 99
Materials on hand .....	72,825 51

	\$8,002,354 49
<i>LIABILITIES.</i>	

<i>Capital Stock:—</i>	
45,118 shares .....	\$2,255,900 00
82 " in scrip, (not funded) ..	4,100 00
45,200 " .....	\$2,260,000 00

which are held as follows:—  
By the City of Baltimore..4,000 sh.  
By the Company—  
Investment ....4,848 sh.  
Sinking Fund.. 335 sh.

	5,183 sh.
By individuals .....	36,017 sh.
	45,200 sh.

<i>Loans secured by mortgage:—</i>	
No. 1—Redeemable Oct. 1, 1866, with coupons .....	\$150,000
No. 2—Debt to State of Maryland .....	1,500,000
No. 3—Redeemable May 1, 1870 .....	175,000
No. 4—Redeemable Jan. 7, 1871 .....	25,000
No. 5—Guaranteed by the City of Baltimore .....	500,000
No. 6—Redeemable Jan. 15, 1875 .....	292,300
No. 7—Redeemable July 1, 1885 .....	1,435,000
	4,077,300 00

City of Baltimore .....	850,000 00
Outstanding liabilities .....	157,223 83
Temporary loans, for construction account. \$298,524 03	
Bonds of the Susqueh'a R. R. Co., for right of way, due in 1859 ....	1,500 00
	300,024 03

Sundry contractors, pay- able in Bonds, at par..\$47,373 68	
Wrightsville, York and Gettysburg R. R. Co.— Sinking Fund acc't ..	21,000 00
Sinking Fund appropria- tion for Wrightsville, York and Gettysburg R. R. Co. ....	8,397 05
	76,770 73

Total liabilities .....	\$7,721,318 59
Profit and loss—surplus profits .....	281,035 90

*Revenue Account of the Northern Central R. R.  
Company, for the year 1857.*

<i>EXPENSES.</i>	
Expenses of transportation .....	\$217,281 16
Do. repairs of machinery .....	99,854 82
Do. do. railway .....	108,981 19
General expenses .....	22,286 83

Total, 61.28 per cent. ....	\$448,404 00
Net revenue .....	283,284 14

\$731,688 14

<i>REVENUE.</i>	
Transportation, viz:—	
Upon the Northern Central Railway ..	\$694,873 39
Upon the Wrightsville, York and Get- tysburg Railroad .....	36,022 92
Upon the Westminster Branch .....	639 38
Total .....	\$731,535 69
Miscellaneous receipts .....	152 45
	\$731,688 14

The following are the officers and directors of  
the Company for 1858:—

ZENUS BARNUM, *President.*  
ROBERT S. HOLLINS, *Secretary.*  
JOHN S. LEIB, *Treasurer.*  
C. C. ADKRON, *Superintendent.*  
J. C. DAVIS, *Master of Machinery.*  
LEVIN WILEY, *Supervisor.*

*DIRECTORS.*  
*On the part of the City:—*Aaron Hoffman, Chas.  
Geo. Ridgely.

*On the part of the Stockholders:—*Philip Dough-  
erty, James Frazier, John Herr, Anthony Kennedy,  
William H. Keighler, Eli Lewis, Wm. E. Mayhew,  
Robert M. Magraw, Lloyd N. Rogers, Thomas  
Winans, Francis White, John B. Packer.

#### The Foreign Accession to Our Population.

An official document has been issued in relation  
to immigration into the United States, for the  
year 1857. It abounds with interesting facts and  
figures. The following table shows the number  
of passengers who arrived in the United States  
within the last fifteen years. The aggregate, it  
will be seen, amounts to nearly four millions:

Years.	Males.	Females.	Sex not stated.	Total.
1844.....	48,897	35,867	....	84,764
1845.....	99,179	49,311	1,406	119,896
1846.....	90,974	66,778	897	158,639
1847.....	139,167	99,325	990	239,482
1848.....	136,128	92,883	472	229,483
1849.....	179,256	119,915	512	299,683
1850.....	200,904	113,392	1,038	315,334
1851.....	38,282	27,107	181	65,570
1852.....	245,017	163,745	66	408,828
1853.....	235,721	160,174	1,438	397,343
1854.....	236,732	164,178	72	400,982
1855.....	284,887	175,687	....	360,474
1856.....	140,181	90,283	12	230,476
1857.....	135,308	89,188	....	224,496
1858.....	162,538	109,020	....	271,558
Total ..	2,343,181	1,556,706	7,084	3,907,018

The following table shows the number that ar-  
rived in each collection district within the past  
year. The total, it will be observed, is 271,558.

<i>ARRIVAL OF PASSENGERS IN 1857.</i>			
<i>Places.</i>	Males.	Females.	Total.
Portl'd & Falmouth, Me. ....	1,634	719	2,362
Passamaquoddy, Me. ....	329	206	535
Portsmouth, N. H. ....	1	1	2
Bost. & Charlestown, Mass. ....	10,011	7,433	17,444
Edgartown, Mass. ....	16	4	20
Fall River, Mass. ....	8	13	21
New Bedford, Mass. ....	140	57	197
Bristol and Warren, R. I. ....	10	....	10
Newport, R. I. ....	5	5	10
Providence, R. I. ....	98	79	177
Oswego, N. Y. ....	601	231	832
New York city, N. Y. ....	122,262	83,525	204,797
Philadelphia, Pa. ....	2,907	2,753	5,660
Baltimore, Md. ....	4,830	4,249	9,079
Norfolk & Portsmouth, Va. ....	144	79	223
Charleston, S. C. ....	742	245	939
Key West, Fla. ....	238	65	303
Mobile, Ala. ....	272	92	364
New Orleans, La. ....	12,912	8,387	21,299
Galveston, Texas. ....	313	228	591
San Francisco, Cal. ....	6,056	599	6,655
Total .....	162,538	109,020	271,558

Of these passengers who arrived in the United  
States in 1857, it is stated 243,562 declared their  
intention to reside here. Nearly one-third of the  
foreign emigrants were natives of Germany.

#### Journal of Railroad Law.

TAXATION OF RAILROAD CORPORATIONS IN THE  
STATE OF NEW YORK.

By the statutes of this State (Rev. Stat. part I.  
ch. 13, tit. 4 § 24, as amended in 1857) it is made  
the duty of every railroad corporation to deliver  
on or before the first of May in each year to the  
assessors of each town or ward into which any  
part of their road shall run, or in which they own  
or are in possession of real estate, a classified list  
of all real estate owned or in possession of said  
company, in said town or ward, specifying the  
value of the property, and other particulars.

By section 25 of the same statute the assessors  
are required when such list shall be reviewed, in  
fixing the valuation of the property, to regard it  
as *prima facie* evidence of the value; but they  
may, however, avail themselves of other and ad-  
ditional evidence under oath in relation to the  
value of the property. By section 26, a penalty  
is imposed on any company which shall neglect, for  
thirty days after the first of May, to furnish the  
list.

In the town of Ogden last summer a question  
arose as to the effect of the valuation made by the  
Central Railroad Company, which was not given  
to the assessors within the time required.

It will be seen that by the statute the company  
are empowered to set their own valuation on their  
property, and that valuation will be the basis of  
the taxation, unless it should be drawn in ques-  
tion and overborne by severer testimony. The  
statute, however, requires that the valuation must  
be rendered to the assessors on or before the first  
of May.

In the case of the Central Railroad Company  
the list and valuation of the company's property  
in the town of Ogden, for 1857, was not delivered  
to the assessors until the 26th day of July.

Before that time the assessors had gone on to  
make up their assessment rolls, and having received  
no valuation from the company, made up their  
own valuation. This valuation was larger than  
that put by the company, but they refused to re-  
duce it at so late a time.

The company applied to the Supreme Court for  
a mandamus to compel the assessors to act upon  
the company's valuation. The case was argued  
before T. R. STRONG, J., who said in deciding it:

"I think it a fair implication from this provision  
(§ 26, imposing a penalty on any company omit-  
ting to furnish the list within 30 days after the  
first day of May) that if the list be delivered  
within the thirty days, the assessors in fixing the  
valuation of the property, must be controlled by  
it, in like manner as if it had been delivered by  
the first of May. And, probably, if the list be  
not delivered until a later period, the like effect  
must be given to it, provided the assessment be  
not then completed as provided by § 17 of title 2  
of chapter 13 of the statutes as amended by ch.  
536 of the laws of 1857. That section as amend-  
ed provides that the assessors shall complete the  
assessment rolls on or before the first day of Au-  
gust in every year, and shall make out a fair copy  
thereof, to be left with one of their number; and  
provision is thereby made for giving notices;

which notices, by the next succeeding section, as amended by § 4 chapter 176 of the laws of 1851 are to set forth that the assessors have completed the roll, and that a copy thereof is left with one of their number, at a place to be specified therein, where the same may be seen and examined until the third Tuesday of August, and that on that day the assessors will meet, at a time and place to be specified to review their assessments.

The object of the law in requiring the list from railroad corporations, is to enable assessors thus to complete rolls, and if received before they are thus completed I think it should be regarded as *prima facie* evidence of value. But if it is not delivered until after the completion of the roll according to the 17th section, I think the assessors are under no obligation to allow it any effect. The roll is then complete, and subject only to be changed upon a review thereof, in pursuance of and in accordance with section 18 aforesaid, and section 6, of chapter 176, of the laws of 1851, as amended by the aforesaid chapter 536, of the laws of 1856. Those sections do not impose any duty on the assessors to give to the list, on the review, any effect whatever.

It appears by the affidavits of the assessors in this case that the list required to be furnished by the relators, (the company) was not served upon any of the assessors until the 25th of July last; that prior to that day they had inserted in the assessment roll their valuation of the property of the relators in that town, and had completed their roll. Assuming such to be the fact if my views of the law, as above stated, are correct, the assessors were under no legal duty to regard the list, and the relators are not entitled to the writ of mandamus asked for."

The application must be denied.

*Circuit Court, Milwaukee County: Thomas H. Chamberlin vs. the Milwaukee and Mississippi Railroad Company.*

This was an action brought by the plaintiff against the defendant to recover for injuries which he alleged he had sustained while on the cars of the defendant. The principal facts of the case were as follows: In the spring of 1856, the plaintiff was in the employ of Jas. Holton & Co., as express agent. By a contract existing between Jas. Holton & Co. and the defendants, Holton & Co. had the right to do an express business over the road of the defendants, and this contract included their right to send out their agent with the express matter on the trains; that on the 23d day of May, 1857, the plaintiff, as he alleged, was on the train of the defendants in his capacity as express agent, and that the engineer, when leaving the Eagle Station, did not sound the whistle, ring the bell, or give any signal on starting up the train, by means of which, the plaintiff was thrown off the car by the sudden movement of the train, and fell under the wheels, and his arm so broken, that it became necessary to amputate it. The plaintiff claimed, as damages, twenty thousand dollars.

On the part of the defendants it was contended, that the plaintiff, prior to the train leaving Milwaukee, had entered into an agreement, for pay, to act as brakeman on the train for that trip, and that in pursuance of such agreement, the plaintiff entered upon the discharge of his duties as brakeman, on the starting of the train from Milwaukee, and continued so to act, and was so acting, at the time, he received the injury. The case was tried at the January term of the Circuit Court, before His Hon. Judge McArthur, by J. S. Brown and H. L. Palmer for the plaintiff and H. M. Finch for the defendants.

The court among other things charged the jury that if they found from the evidence that the

plaintiff made an agreement, for a consideration to be paid, to act as brakeman on that train, for that trip, and that in pursuance of such agreement he did act as brakeman, and was acting as brakeman at the time he received the injury, and that he received the injury by or through the carelessness or negligence of the other servants of the defendant on the same train, that then the plaintiff could not recover, and their verdict must be for the defendant, upon the principle that one servant or employee has no right of action against the principal for an injury which he receives by or through the carelessness or negligence of another servant in the employ of the same principal and in the same services.

The jury, under this charge, found a verdict for the plaintiff, and assessed his damages at seven thousand five hundred dollars. The defendant filed a motion to set aside the verdict, on the ground that it was contrary to the law as laid down by the court, and entirely against the evidence. The motion was argued fully by the counsel on both sides, and on last Saturday morning, his Honor Judge McArthur, after a full and careful review of the whole case, granted the motion, and set the verdict aside;

The case of John Jones vs. the Philadelphia, Wilmington and Baltimore Railroad Company has been on trial before the Circuit Court at Elkton, Md., for three weeks past, and has just closed. In this case, which was commenced in 1840, Jones claimed as due him from the company some \$24,000, while it is asserted that he was paid in full. During the late trial, the judge, jury, sheriff, counsel, witnesses, and John Jones went in a special car down to the scene of the labors out of which the contest grew, in the neighborhood of Principio, etc. The case having gone to the jury, they returned a verdict in favor of Jones to the amount of \$800 23, inclusive of interest. The jury were out from about three o'clock on Thursday afternoon until five o'clock the next morning.

#### Lexington and Danville (Kentucky Central) Railroad.

At a meeting of the stockholders of the Lexington and Danville Railroad Company, held pursuant to law, at the Court House in the City of Lexington, on the 3rd inst., on motion of Hon. D. C. Wickliffe, Charles J. Caldwell, Esq., of Boyle county, was called to the chair, and Tucker Woodson, Esq., of Jessamine county, appointed Secretary.

General Leslie Combs, President, then made a verbal exposition of the past history, and present condition of the Company, explanatory of his printed report to the stockholders, dated April 21, 1858, and of the Treasurer's balance sheet of the 1st instant.

Whereupon the following resolutions were offered by Mayor Foley, of Covington, and unanimously adopted:

*Resolved*, That the thanks of the stockholders of the Lexington and Danville Railroad Company be and the same are hereby tendered to the President and Directors, for their faithful and energetic management during their continuance in office, and that we have full and entire confidence in their integrity, efficiency and capability.

Whereupon, on motion of Tucker Woodson, Esq., the stockholders proceeded to elect six Directors, by ballot, to serve for the ensuing twelve months, and on counting the votes it was found that Messrs. Neal McCann, of Fayette; W. J. Moberly, of Mercer; Clifton Rodes, of Boyle, and James H. McCampbell, Jno. G. Sims and Lewis H. Chrisman, of Jessamine, were elected unanimously.

The following resolution was then adopted:

*Resolved*, That M. C. Johnson, Esq., of Fayette County; R. B. Bowler, of Cincinnati; George S. Shanklin, of Jessamine County, and Thos. Hyt-

chinson, of Boyle County, be appointed a committee to examine into the condition of the affairs of the Company—to devise ways and means to extricate it from present embarrassment, and to prosecute the work, and to submit their views to a called meeting of the stockholders as soon as possible.

On motion, *Resolved*, That the Chairman and Secretary be added to the proposed committee.

The meeting then adjourned.

At a meeting of the Board of Directors held at their office in the city of Lexington, May 4th, 1858, 5 o'clock P. M., present John G. Sims, Lewis H. Chrisman, James H. McCampbell, Neal McCann and W. J. Moberly, Gen. Leslie Combs was unanimously re-elected President.

#### CONDITION OF THE COMPANY.

We are indebted to S. N. Drake, Esq., Secretary of the Company, for a comprehensive exhibit of the financial condition of the Company, from which we reproduce the following summary:

Receipts from all sources ..... \$1,143,065 78  
Deduct expenditures for all purposes 824,483 33

Leaving balance of assets on hand... \$318,582 45

Consisting of the following items, viz:

Claim against C. & D. C. Linsley (in suit) .....	\$5,160 78
228 First Mortgage Bonds .....	228,000 00
Claim against Joel O. Shoup and T. Barbee .....	27,250 00
Real estate in Cincinnati .....	14,531 00
44 Covington and Lexington Income Bonds .....	22,000 00
Claim against Cov. & Lex. R. R. Co., (in suit) .....	13,569 29
Accounts due Company .....	1,824 38
Bills receivable .....	6,247 00
	<hr/> \$318,582 45

#### RECAPITULATION.

Assets as above ..... \$318,582 45

#### LIABILITIES.

Bills payable .....	\$91,810 00
Due Gen. Combs for advances .....	4,468 61
	<hr/> 96,278 61

Assets over liabilities ..... \$222,303 84  
There is interest due on claim against Thos. Barbee, Covington and Lexington Railroad Company, and interest on Covington and Lexington Income Bonds, not estimated in the above report ..... \$8,800 00

In addition to the assets which are shown above, we have the uncollected stock subscriptions in—

Fayette County .....	\$1,558 00
Jessamine do. ....	320 00
Mercer do. ....	5,225 00
Boyle do. ....	7,510 00
Cincinnati do. ....	2,998 00
	<hr/> \$17,611 00

A large portion of which will be available hereafter.

The Cincinnati *Commercial* in speaking of the meeting says:—

From Mr. Torrence, one of the Cincinnati delegates to the meeting above reported, we have the very gratifying assurance that the assemblage was of a character to furnish solid grounds of encouragement to every friend of the enterprise. The meeting was a full one, and received its tone from the presence and active sympathy of the substantial men of middle and Southern Kentucky. The committee appointed to prepare a plan, is composed of good material, and there are reasons for believing that their report will be adopted, and will result in the building of the road, not only to the Kentucky river, but over it, and into the town of Danville.



## Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,594,820	578,483	107,687	6	71	Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.	366,214	199,897	8	---
Androscog. & Kennebec	55	912,162	1,546,840	2,218,316	296,968	107,687	none	---	South Western	92	1,399,100	441,292	1,716,731	366,214	199,897	8	---	
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	312,255	---	none	---	Tennessee and Alabama	30	399,754	626,889	679,906	53,776	29,405	---	---	---
Portl., Saco, & Portland	61	1,396,400	---	1,396,400	263,717	120,909	6	93	Tennessee and Mississ.	59	792,793	468,384	175,340	In progr.	---	---	---	---
Boston, Concord, & Montreal	93	1,809,032	1,104,586	2,848,977	329,767	174,026	16	---	Memphis and Charleston	247	2,228,177	3,496,258	5,572,470	642,022	334,804	---	---	---
Cheshire & Montreal	53	2,085,925	899,313	3,179,687	355,629	113,077	---	---	Mobile and Ohio	224	6,784,849	2,066,459	10,701,428	864,382	278,428	---	---	---
Concord	36	1,500,000	8,242	1,412,576	81,056	125,664	6	44 1/2	Miss. Central	188	642,534	---	628,303	---	---	---	---	---
Northern, N. H.	82	3,068,400	346,608	3,068,400	418,032	189,430	4	44 1/2	N. O., Opelousas & G. W.	80	2,800,000	750,000	3,577,525	284,178	127,450	---	---	---
Con't & Passumps. Riv.	90	1,000,000	800,000	1,784,146	177,588	73,401	none	---	N. O. Jackson & N.	130	4,038,000	1,500,000	3,500,000	189,008	---	---	---	---
Rutland & Burlington	117	2,238,376	4,168,369	4,676,396	384,126	177,201	none	---	Vicksburg, Shreveport, & Tex.	20	851,298	4,447	831,621	In progr.	---	---	---	---
Vt. Central & Vt. & Canada	122	6,350,000	5,283,299	9,752,055	803,328	160,570	none	---	East Tennessee and Ga.	111	1,192,974	1,738,069	2,703,428	227,363	104,992	---	---	---
Boston and Lowell	25	1,830,000	438,920	2,412,251	435,963	171,382	4	76 1/2	East Tennessee and Vt.	43	626,075	1,728,064	3,208,136	61,344	39,062	---	---	---
Boston and Maine	74	4,076,974	50,000	4,226,974	349,560	357,477	6	94 1/2	Nash. and Chattanooga	159	2,263,906	1,632,793	3,896,703	641,552	219,268	---	---	---
Boston and N. Y. Central	74	2,240,300	1,673,589	3,692,144	564,176	245,134	6	82 1/2	Covington & Lexington	98	1,384,850	3,065,917	4,091,604	426,408	220,906	---	---	---
Boston and Providence	43	3,160,000	239,730	3,534,458	544,176	245,134	6	82 1/2	Lexington and Frankfort	29	430,055	1,065,879	658,255	95,807	48,719	---	---	---
Boston and Worcester	44	4,500,000	599,974	4,848,779	1,019,149	388,513	6	94	Lexington and Danville	13	138,455	664,444	765,500	In progr.	---	---	---	---
Cape Cod	47	681,690	291,007	1,031,625	122,960	39,899	49 1/2	---	Louisville and Frankfort	65	686,236	669,061	1,589,566	243,036	110,440	---	---	---
Connecticut River	50	1,591,110	275,772	1,801,244	267,710	65,096	3	42	Atlantic & Gt. Western	264	866,939	77,294	613,231	In progr.	---	---	---	---
Eastern, Mass.	60	2,683,400	2,674,136	4,687,435	717,869	321,943	49 1/2	---	Belmont and Ind.	118	1,881,644	1,247,500	2,936,961	395,950	171,287	---	---	---
Fitchburg	67	3,540,000	100,000	3,872,821	668,974	250,833	8 1/2	---	Cleveland and Toledo	200	4,741,221	103,489	4,731,626	1,329,754	700,804	9	9 1/2	---
N. Bedford and Taunton	21	600,000	none	641,582	168,925	27,827	6	---	Cleveland and Toledo	200	4,741,221	103,489	4,731,626	1,329,754	700,804	9	9 1/2	---
Old Colly and Fall River	77	3,015,100	260,100	3,362,949	683,357	305,140	6	93	Clev. and Mahoning	56	---	---	628,533	In progr.	---	---	---	---
Vermont and Mass.	69	2,232,541	1,019,148	3,241,975	240,133	52,267	none	6 1/2	Clev. and Pittsburg	153	2,780,744	3,043,992	5,637,466	681,877	309,518	---	---	---
Western, Mass.	156	6,150,000	5,839,090	10,495,906	2,117,982	889,763	7 1/2	100	Clev. P. & Ashland	85	3,000,000	1,495,548	3,955,230	1,251,538	581,454	15	---	---
Worcester and Nashua	46	1,141,000	205,565	1,351,271	216,888	82,720	4	44	Cin. Hamilton & Dayton	60	2,155,800	1,528,092	3,130,315	555,709	194,107	---	---	---
Providence and Worcester	43	1,510,020	300,000	1,781,048	344,773	155,044	7	75	Cin. Wilm. & Zanesville	131	1,761,749	2,587,432	5,320,271	221,792	---	---	---	---
Hartford and N. Haven	72	2,359,000	944,000	3,241,351	769,065	372,807	10	119 1/2	Columbus and Xenia	55	1,490,450	149,000	1,682,475	408,212	181,688	10	---	---
Hartford, Prov. and Fishkill	122	1,941,340	2,375,274	4,202,516	367,895	166,162	none	---	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.	---	---	---	---
Housatonic	74	2,000,000	423,885	2,423,885	318,475	109,344	none	---	Dayton and Michigan	140	1,076,602	993,011	1,185,826	In progr.	---	---	---	---
Naugatuck	67	1,031,800	524,244	1,580,723	237,416	114,237	---	---	Dayton and Western	35	310,000	700,481	1,036,173	125,940	63,253	---	---	---
N. York and N. Haven	62	2,980,809	2,163,537	5,170,915	1,007,466	449,538	3	---	Little Miami	42	454,690	904,489	1,158,135	171,929	65,000	---	---	---
N. Haven and N. London	60	738,258	761,462	1,450,318	88,007	30,318	none	---	Mad River and L. Erie	205	2,981,282	1,266,000	3,925,157	805,424	363,376	---	---	---
N. London, W. & Palmer	66	510,500	1,052,000	1,603,230	120,571	51,544	none	---	Central Ohio	206	2,697,090	3,368,000	6,065,090	---	---	---	---	---
Norwich and Worcester	66	2,122,300	903,519	2,998,671	323,715	98,921	---	---	Pittsb. Ft. Wayne & Chicago	138	1,626,865	5,191,877	9,421,908	712,213	134,371	---	---	---
Albany Northern	32	439,005	1,625,098	1,840,695	117,716	9,904	---	---	Pittsb. Mayv. & Cin.	58	5,994,144	7,844,827	11,718,511	1,111,626	602,117	9	20	---
Black River and Utica	35	643,330	317,853	974,323	In progr.	---	---	---	Sandys, Manas & Newk.	50	371,350	31,000	390,933	---	---	---	---	---
Buffalo, Corn. and N. Y.	100	1,487,874	1,604,183	2,819,096	172,476	66,333	none	---	Scioto & Hocking Valley	127	1,350,000	2,206,367	8,552,387	328,968	164,479	---	---	---
Buffalo and N. Y. City	92	798,439	2,537,849	3,401,868	288,392	31,896	---	---	Spring, Mt. Vernon & P.	56	403,976	609,060	888,868	In progr.	---	---	---	---
Buffalo and St. Line	69	1,300,000	1,040,000	2,494,364	679,750	355,763	10	---	Tol. Wabash & St. Louis	113	1,000,000	950,000	1,950,000	In progr.	---	---	---	---
Canadaigua and Elmira	47	434,111	922,393	1,275,796	174,089	69,506	---	---	Cin., Log. & Chicago	242	2,966,100	7,577,500	10,542,600	Recently opened.	---	---	---	---
Canadaigua & Niagara F's	98	1,315,000	2,279,854	3,495,832	---	---	---	---	Evansville & Crawfordsv.	255	4,196,679	1,006,126	2,080,438	In progr.	---	---	---	---
Cayuga & Susquehanna	35	687,000	606,689	1,187,562	135,433	48,619	none	---	Ind. and Cincinnati	109	866,061	1,270,872	2,168,713	249,869	124,140	---	---	---
Hudson River	144	7,758,466	9,250,362	12,737,898	1,902,828	688,880	39	---	Indiana Central	88	1,686,809	1,564,581	3,029,989	491,743	246,622	7	---	---
Long Island	95	1,875,148	668,949	2,555,986	325,652	138,941	12 1/2	---	Ind., Clev. & Pittsburg	66	612,350	1,261,179	1,909,911	368,189	206,685	---	---	---
New York Central	562	24,136,661	14,607,510	30,615,815	8,027,251	3,573,736	8	88 1/2	Jeffersonville	83	826,825	1,001,900	1,912,402	296,846	136,663	---	---	---
New York and Erie	464	11,000,000	28,081,468	34,469,324	5,742,607	1,454,032	none	2 1/2	Madison and Indianapolis	67	1,044,252	694,000	---	206,544	94,318	---	---	---
New York and Harlem	133	5,717,100	4,822,498	8,758,203	1,040,393	324,891	none	11 1/2	New Albany and Salem	87	1,647,720	1,336,816	1,205,000	206,214	118,628	---	---	---
Northern, N. Y.	118	1,633,022	4,406,874	6,470,714	520,153	135,754	none	1	Peru and Indianapolis	268	2,535,121	6,281,848	6,643,189	646,827	371,402	---	---	---
Oswego and Syracuse	35	303,130	213,025	762,033	149,373	78,754	8	---	Terre Haute and Ind.	73	---	868,314	150,000	---	90,000	---	---	---
Potomac and Watertown	29	467,200	204,189	749,683	In progr.	---	---	---	Chicago and Rock Is'd	131	1,361,450	250,126	1,585,909	481,272	206,079	10	---	---
Rensselaer & Saratoga	25	610,000	140,000	896,423	241,149	82,600	7	---	Chicago and St. Louis	182	6,248,000	1,734,318	6,282,272	1,886,190	805,039	---	---	---
Saratoga and Whitehall	48	600,000	396,600	1,719,009	21,089	---	---	---	Chicago, Burl. and Quincy	146	2,911,810	3,681,590	5,042,370	1,882,219	968,833	30	---	---
Syracuse & Bingham	80	768,369	1,578,804	2,272,777	159,484	22,503	none	---	Chic., St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	---	---	---	---	---
Troy and Boston	27	437,830	737,079	1,109,322	156,393	55,184	---	---	Galena and Chicago	259	6,023,900	3,899,015	9,396,455	2,315,786	1,192,042	22	89 1/2	---
Watertown and Rome	97	1,500,000	700,979	2,200,500	440,260	162,037	3 1/2	63	Illinois Central	704	6,556,435	20,311,462	23,437,669	2,293,965	665,972	---	---	---
Belvidere Delaware	64	1,000,000	1,619,000	2,644,000	213,393	114,632	none	---	Peoria and Quanaqua	181	1,569,889	2,200,000	5,400,000	3,901,965	---	---	---	---
Oakland and Amboy	94	3,000,000	11,407,200	8,794,096	1,640,787	594,114	12	130	Ohio & Miss. (W. Div.)	147	1,780,295	3,292,403	4,870,866	Recently opened.	---	---	---	---
Baldwin and Atlantic	60	3,483,000	1,550,854	1,738,171	117,889	46,542	none	---	Terre Haute, Alt. & St. Louis	208	3,110,650	4,450,802	7,496,716	583,476	305,348	---	---	---
New Jersey	30	3,482,850	743,000	3,517,180	911,617	534,951	10	132	Detroit and Milwaukee	185	838,000	1,128,964	1,966,969	---	---	---	---	---
New Jersey Central	63	2,000,000	3,305,093	4,653,896	553,478	319,819	7	---	Mich. Central	282	6,058,092	7,237,387	11,848,957	3,104,002	1,231,708	10	64	---
Morris and Essex	53	1,157,805	852,500	1,652,927	245,585	86,250	6	---	Mich. South'n & N. Ind.	475	8,876,400	10,469,68	19,338,064	2,309,487	544,311	---	---	---
Allegheny Valley	44	1,637,867	342,564	1,988,317	Recently opened.	---	---	---	Green Bay, Mil. & N. Ind.	155	764,076	442,728	1,193,766	In progr.	---	---	---	---
Catawba, Wil. & Erie	63	1,700,000	1,940,000	3,640,														



## Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are as- interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$338,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	85
Buffalo and State Line	500,000	Do. inconvertible	7	April, October	"	1868	99	99
Bellevue and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August.	"	1868		
Central Ohio	1,250,000	1st mort. conv. east. soc.	7	Divers	"	1861-64	65	65
Do. do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865		
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20 Jan. 20 July	"	1867	85	85
Do. do. do.	465,000	2d do. do.	7	May, Novemb.	"	1860	75	75
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1868		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1862		
Cleveland, Painesville, and Ashtabula	567,000	Do. inconvertible	7	Feb'y, August.	"	1861	90	95
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August.	"	1860	60	75
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873		
Cleveland and Toledo	525,000	Do. inconvertible	7	Feb'y, August.	"	1863	80	86
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72	65	65
Do. do.	1,200,000	Do. inconvertible	7	April, October	"	1862-72	65	65
Covington and Lexington	400,000	Do. do.	6	April, October	"	1867	62 1/2	70
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1868	60	60
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1875	64 1/2	70
Florida Freehold	1,500,000	Do. not convertible	7	March, Sept.	"	1891		80
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873		72 1/2
Galena and Chicago	2,000,000	Do. inconvertible	7	Feb'y, August.	"	1863	96	98
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875	89 1/2	99 1/2
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October	"	1868		
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1863	87 1/2	93
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1873		
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866		90
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	70	80
Indianapolis & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866		80
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874	70	80
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August.	"	1865	60	61
Little Miami	1,500,000	Do. inconvertible	6	2 May, 2 Nov.	"	1863	80	82 1/2
Michigan Central	1,000,000	No mortgage, convertible	8	April, October	Bost.	1860	93	95
Do. do.	600,000	Do. do.	8	March, Sept.	"	1869	93	95
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862	80	82 1/2
Do. do.	650,000	Do. 2d do.	8	April, October	"	1863		82 1/2
Do. do.	1,250,000	Do. 3d do.	8	June, Decemb.	"	1877	77	78
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1868-62		90
Do. do.	2,325,000	Do. oth. sec. con. till 1868	8	May, Novemb.	"	1864-75		90
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873		
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August.	"	1867		90
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66		70
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872		65
Pennsylvania (Central)	6,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1860	96 1/2	97
Racine and Mississippi	680,000	Do. conv. sink'g f'd	8	Feb'y, August.	N.Y.	1875		75
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
St. Louis and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865		
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August.	"	1862-72	58	65

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875		
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N.Y.	1870	96 1/2	98
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	100	100 1/2
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1869	92 1/2	93 1/2
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1868	77	78
Do. do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1860	64	67
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August.	"	1875	45	50
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August.	"	1871	41 1/2	42
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	41 1/2	45
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August.	"	1869-70	100	100 1/2
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec.	"	1860	93	93 1/2
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870		68
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	89 1/2	90
Do. (Free Land)	3,000,000	M'ge 345,000 acre-priv. 7 aha's	7	March, Sept.	"	1860	81	84
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1861-72	92	93
New York and Harlem	1,500,000	Do. do.	7	June, Decemb.	"	1865-66	80	81
New York and New Haven	750,000	No mortgage, do.	7	Jan'y, July	"	1873	90	94
New Haven and Hartford	1,000,000	Do. do.	7	Feb'y, August.	"	1868	68 1/2	70
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August.	"	1863	88 1/2	89
Do. Goshen Branch	1,500,000	Do. do.	7	May, Novemb.	"	1864	103 1/2	105 1/2
New York Central	8,287,000	No mortgage, do.	7	15 June, 15 Dec.	"	1866	100	100 1/2
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	Jan'y, July	"	1866		
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	89 1/2	90
Do. 2d do.	1,475,000	Do. till 1858	7	Jan'y, July	"	1866		
Reading, issued 1844, '48, '49	1,673,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860	73 1/2	74
Do. do. 1849	1,300,000	Do. convertible	6	Jan'y, July	"	1870	67	67 1/2
Do. do. 1849	3,469,000	Do. inconvertible	6	April, October	"	1866		

CITY SECURITIES.	Int't payable.	Off'd.	Asked.	CITY SECURITIES.	Int't payable.	Off'd.	Asked.
New York, 5 per ct. ....1868-'60	{ May, August, and November.	94	97	Milwaukee, 7 per ct. coup. .... X	Divers	----	70
Do. 5 do. ....1870-'75		90	95	New Orleans, 6 per ct. cp. R.R. X	Do.	----	60
Do. 6 do. ....1889		101 1/2	102	N. Orleans, 6 per ct. cp. municip. X	Jan'y, July	80	85
Do. 5 do. ....1890-98		91	92	Philadelphia, 6 per ct. ....1876-'98	Jan'y, July	88 1/2	99
Albany, 6 per ct. C.C.P. ....1871-'81 X	Feb'y, August.	96	100	Pittsburgh, 6 per ct. coup. .... X	Divers	50	68
Albany, 6 per ct. coup. .... X	Jan'y, July	96	100	Quincy, 8 per ct. coup. ....1868 X	Jan'y, July	60	70
Baltimore, 6 per ct. ....1879-'90	Quarterly.	94	95 1/2	Racine, 7 per ct. coup. ....1873 X	10 Feb'y, Aug	80	90
Boston, 5 per ct. coup. .... X	April October.	94	95	Rochester, 6 per cent. coup. .... X	Divers	90	98
Brooklyn, 6 per ct. coup. Long X	Jan'y, July	96	96 1/2	St. Louis, 6 per ct. coup. .... Long X	Do.	----	80
Clev'nd, 7 per ct. cp. W.W. 1879 X	Do.	100	101 1/2	Do. do. Municipal X	Do.	77 1/2	78 1/2
Cincinnati, 6 per ct. coup. .... X	Divers	84	90	Sacramento, 10 p. ct. cp. 1862-'74 X	Do.	----	55
Chicago, 6 per ct. coup. ....1873-'77 X	Jan'y, July	84	86	S. Francisco, 7 p. cp. 1865 pay. N.Y. X	May, Novemb.	60	95
Do. 7 per ct. coup. ....1880 X	Jan'y, July	95	97 1/2	Do. 10 p. ct. cp. ....1871 X	Do. do.	94	97
Detroit, 7 per ct. cp. W.W. 1873-'78 X	Feb'y, August.	100	104	Do. 10 do. pay. N.Y. X	Jan'y, July	62 1/2	65
Dubuque, 8 per ct. cp. .... Long X	March, Sept.	99	100	Do. 6 per ct. pay. N.Y. 1875 X	Do. do.	62 1/2	65
Jersey City, 6 per ct. cp. W.W. 1877 X	Jan'y, July	99	100	Whashg., 6 per ct. coup. .... X	Divers	50	60
Louisville, 6 per ct. cp. ....1880-'88 X	Divers	97	99	Do. 6 p. ct. cp. Mun. ....1874 X	March, Sept.	81	81
Memphis, 6 per ct. cp. ....1883 X	Jan'y, July	94	95	Zanesville, 7 do. ....1874 X	April, October	97	97

Extract from Marie & Kanz's Money Circular  
for the European Steamer of May 18th.

[TRANSLATED.]

NEW YORK, Tuesday, May 11, 1858.

Since our last advices, of the 3d inst., the greatest inactivity has marked the operations on Change, as well as commerce in general. The only important event of the week is the award of \$5,000,000 Treasury notes, which were taken at 3 1/2 to 5 per cent. The amount of offerings exceeded \$20,000,000. Stocks for investment generally have an upward tendency, and transactions have been a little more important than during the preceding week. Speculative Stocks have been neglected, and in most railroad stocks there has been a slight decline. The decline proceeds from the falling off in the receipts of most roads. State Stocks—Advancing; more active particularly in Missouri, Tennessee, Virginia, California and North Carolina. The whole transactions exceeded \$600,000, of which half were in Missouri. Virginias advanced 1 1/2; Missouri, 1 1/2; Tennessee, 1 1/2; California, 3/4, do., new issue at 82a83; N. Carolina advanced 1; Indiana 5s remain at 87; Ohio 1860, at 101 1/2a102; Iowa 7s, 1878, at 110; New York 6s, 1873, 115 1/4; U. S. 5s, 1865, 102 1/2a102 1/2a102 1/2. City and County Bonds—Transactions moderate. Prices well sustained, with advances in some cases; Louisville 6s at 67 1/2, an advance of 2 1/2; San Francisco 6s an equal advance of 2 1/2; St. Louis 6s (Municipal bonds) 1; sales of Quincy city 6s at 63, interest included, and of Philadelphia at 3 per cent. advance. Railroad Bonds—A general advance, and considerable activity, (approaching \$400,000;) Erie 3d m. at 76; do. 1875, 45a48; do. 1871, 37a41 1/2; New York Central 6s, 88a89; do. 7s, 1864, 103a107; 7s, 1876, 97. Ill. Central Construction advanced 1 1/2; Michigan Central 3d m., 2 1/2; Galena and Chicago 2d m., 2; do. 1st m. at 98; Milwaukee and Mississippi 2d m., 72 1/2a73; Northern Indiana 3d m., 83; Reading, 1866, 67; Hannibal and St. Joseph, 67; some 1st m. of the Belleville and Illinoistown have been done for the first time at 64a65 1/2; transactions in Michigan Southern Sinking Fund, 67 ex-coupon; in Lake Erie, Wabash and St. Louis at 7 per cent. advance; Little Miami 6s at 80, interest included; and Erie 1st m. at 100. Railroad Stocks—Declined. Transactions unimportant, except Reading, Chicago and Rock Island, Baltimore and Ohio, (at Baltimore,) advanced 8; Erie declined 1; Reading, 1 1/2; N. Y. Central, 1 1/2; Mich. Central, 1 1/2; Mich. Southern, 2; do. pref. 2 1/2; Cleveland and Toledo, 1 1/2; Chicago and Rock Island, 1 1/2; Galena and Chicago, 1 1/2; Milwaukee and Mississippi, 1 1/2; Hudson River, 1 1/2; Panama advanced 1/2. Transactions in Ill. Central at 92; Cleveland, Columbus and Cincinnati, slight transactions at advance of 1 1/2. Money, without change. Very abundant, but little demand. Call loans, 4a 5; 1st class paper, 4a5; 2d class, 6a8. Exchange—Advanced, but more feeble at the close. London, 109 1/2a109 1/2; Paris, 5.15a5.12 1/2.

MARIE &amp; KANZ.

## Minnesota and Pacific Railroad.

We understand that Edmund Rice has completed negotiations in New York for the construction of fifty miles of the Minnesota and Pacific road, to commence immediately, and be completed before the 1st of December, and that for this purpose the contractors have engaged to put 1,500 hands on the road.—St. Paul (Min.) Advertiser.

## Indiana and Illinois Central Railroad.

The annual election of Directors and officers of this Company took place on Wednesday, 5th instant, at which the following gentlemen were elected:

John C. Campbell, Richard J. Gatling, Indianapolis, Ind.; M. G. Bright, Madison, Ind.; Jeremiah Depaw, Danville, Ind.; A. S. Roache, Rockville, Ind.; S. B. Bushell, Montezuma, Ind.; William Martin, Henry Prather, Decatur, Ill.; Benjamin Newman, Jacksonville, Ill.; James R. Hammett, Robert Hopkins, Coles county, Ill.; William M. Jones, Edgar county, Ill.

Officers—John C. Campbell, President; William

Martin, Vice-President; James M. Sharpe, Secretary and Treasurer.

## American Railroad Journal.

Saturday, May 15, 1858.

### Canals of the United States.

We give herewith a complete list of the canals of the United States—the first, we believe, ever presented to the public. It was compiled by RICHARD S. FISHER, Esq., a gentleman possessing very extensive and accurate information as to the public works, and the geography and topography of the United States.

With the river improvements, which are mainly found in Kentucky, where, by a series of dams and locks, several rivers have been rendered navigable to an extent of about 600 miles, the aggregate length of the canals of the United States is 5,131½ miles.

Were it not for an unrivalled system of railroads, the extent of our canals would be a subject of general admiration. They were so before the construction of our railroads. As it is, they perform a most important function in the internal commerce of the country.

The leading work of the kind is, as is well known, the Erie canal. It connects the harbor of New York with the great lakes. It is the greatest artificial artery of commerce in the world. It is not only the commercial outlet for the great lakes, but is the trunk of numerous canals connecting the former with the Mississippi, through its various tributaries. There are six independent works of the last-named description, viz.: The Beaver and Erie Canal, the Ohio Canal, the Miami Canal, the Wabash and Erie Canal, the Illinois and Michigan Canal, and the Fox River Improvement, cutting the country into seven distinct subdivisions, entirely surrounded by water.

Of the New York Canals, all, with the exception of the Erie, Oswego and Champlain canals, have been more or less superseded by railroads. Such is also the case with the canals of Ohio, Indiana and Illinois, though these still transact a large amount of business. They are, however, steadily losing their relative importance.

Next to the Erie, the most important canals of the country are located in Pennsylvania, and extending into the coal fields—the Delaware and Raritan, and the Chesapeake and Delaware Canals. The canals engaged in the transportation of coal are the Delaware and Hudson, the Schuylkill, the Lehigh, the Delaware division of the Pennsylvania Canals, and the Chesapeake and Ohio Canals. The three first named, with the Reading Railroad, are the great coal carriers of the country. They transport to tide water more than 5,000,000 of tons annually.

The Delaware and Raritan Canal is an important work, as it forms the great inland route of commerce between New York and Philadelphia. It has a capacity for vessels of 500 tons. The Chesapeake and Delaware Canal is also an important work, of large capacity, connecting Chesapeake and Delaware Bays. A canal capable of passing large vessels and steamboats is also in process of construction between Chesapeake Bay and Albemarle Sound. These several works form an internal coast line of navigable waters, for large class coasting vessels, for nearly the whole Atlantic

front of the United States. In case of war, such a line would prove of great value in keeping up a communication between the North and South.

It is not probable that canals of any considerable extent will be constructed for the future. Nearly all the available routes are occupied. The only important line, the early completion of which is now urged, is the James River and Kanawha Canal. When this is completed, the construction of new lines of great extent may be considered as at an end.

In the above list we have not embraced the canals of Canada, which are works of great importance, and which are largely used by the people of the United States. These are among the finest works of the kind in the world, and with the Sault Ste. Marie Canal, render the St. Lawrence and great lakes navigable from their sources to the ocean.

### Late Accident on the Central Railroad.

We have to record another disastrous accident on the Central Railroad by which some eight or ten lives were lost, and forty or fifty persons more or less dangerously wounded.

The accident was caused by the giving way of a bridge over which two trains passed at the same instant, in opposing directions. It appears from the testimony before the Coroner's jury that the timbers of the bridge were in a rotten and unsafe condition before the accident occurred. The weight of the two trains was too much for it. It will be recollected that in October last, a very disastrous accident happened near Syracuse, caused by the undermining of a culvert. In fact this road, considering the excellence of its line, comes in for an unusual share of accidents of the kind described. Of course they give great annoyance and pain to the officers of the company: so much so, that censure would appear to be almost out of place. But accidents of this kind are often but another name for carelessness. If the bridge was rotten, the company should have known the fact, and had it seasonably repaired and strengthened.

There would seem to be other reasons for supposing that the management of this road is not quite so thorough as it should be. This is shown by the constantly increasing ratio of expenses to receipts. In 1852, the year previous to the consolidation, the total earnings of the consolidated line were \$3,622,073; the total expenses, \$1,388,674, or only 38 per cent. of the earnings. In 1857 the receipts were \$8,027,251; the expenses, \$4,453,515, or about 65 per cent. of the whole earnings. This is certainly an unfavorable exhibition. It is well known that one of the great arguments in favor of the consolidation was, that one company could carry on the business of the road, much cheaper than 8 or 10, of which it was originally composed. The argument appeared to be a sound one, and had great weight. The result is an unpleasant commentary upon it.

This road is a leading one of the country. It has an admirable line for business as well as for its economical maintenance. It is not to be wondered at, however, if great prosperity should beget a degree of self-confidence and indifference, highly prejudicial to an economic and vigilant working of the road. There is always great danger that railroad managers will come to be so much engrossed in their own affairs as to forget their duties to their company. This road is still excellent property.

How long will it remain so if the tendencies we have noticed continue unchecked?

### Railroad Defaults in the United States.

We notice in several German papers, particularly in the *Augsburg Allgemeine Zeitung*, very severe strictures upon the public faith of the United States, as shown in the non-payment of coupons on the bonds of several of our railroads, and in the neglect or refusal of several companies and municipalities to meet their engagements. These strictures have been republished in several papers in the United States.

There is, in many cases, good ground for the charges put forth, but in other cases they are made without due consideration, or a proper understanding of the necessary condition of things in this country.

A very violent onslaught is made upon the Cleveland, Columbus and Cincinnati Railroad Company for its neglect to provide the interest on the bonds of the Columbus, Piqua and Indiana Railroad Company, guaranteed by the former.

Now, in the first place, this company never refused to pay the interest aforesaid, but against their wishes, were restrained from paying at a suit of one of their stockholders. We must have laws, and while we have them, they must be open to all parties who are disposed to test their application. In the case before us, we always thought it very doubtful whether the guarantee was a valid one. Such act is entirely outside the scope and object of a railroad company. There is nothing more dangerous to trust them with than the right to lend their credit to other companies. Allow this practice to become general, and our railroad property would not long be worth much. Where such guarantee has been made, a stockholder who is a party to it, against his will, and against the terms of his subscription to the stock, cannot be censured if he tries the validity of such guarantee. If a party purchasing such bonds finds himself delayed, he has no good ground for complaint. By taking a bond issued outside the regular routine of business, he takes an extraordinary risk, as did the purchasers of the bonds described. We took precisely this ground in several conversations with purchasers of these bonds when they were put upon the market. Our argument was, that the issue was without sufficient consideration, and would be regarded as possessing consequently only a slight moral obligation, which time or financial troubles would obliterate entirely.

The suit in this case has been decided in favor of the holders of the guaranteed bonds, and with reasonable dispatch. We do not see much to complain of in this case, in any point of view.

Another serious charge is the bad faith of some of the municipal bodies. The city of Pittsburg is particularly referred to. Here, we admit, is a flagrant instance of bad faith. In the outset there was some ground for foregoing the payment of interest on some of the bonds issued by the city, for the reason that the law provided that taxes should be levied at a certain per centum on the property of the city, and such a tax did not provide sufficient means to meet all the charges for interest on bonds issued to the railroads. But had there been any disposition to amend the law, it might have been done long before this time.

There are also numerous instances of bad faith and bad conduct on the part of the managers of



The earnings of the Galena and Chicago Union



Railroad for the month of April, 1857 and 1858, were:—

	1857.	1858.	Decrease.
Freight ...	\$100,137 99	\$84,495 25	\$15,642 73
Passengers	90,309 75	51,938 60	38,371 15
Mails, etc.	3,769 88	3,000 00	769 88

Total...\$194,217 62 \$139,439 86 \$54,783 76

The earnings of the Norwich and Worcester road for April are more favorable than was anticipated. The figures are:

April, 1857 .....	\$26,281 05
April, 1858 .....	24,827 13

Decrease.....\$1,453 92

The earnings of the Chicago, Burlington and Quincy Railroad Company, for April, were:—

	1857.	1858.	Decrease.
Freight ....	\$70,860 50	\$50,447 21	\$20,413 29
Passengers .	43,189 25	31,135 97	12,053 28
Mails & Miscellaneous	1,782 87	1,596 83	186 00

Total...\$115,832 62 \$83,180 01 \$32,652 61

Earnings for fiscal year ending April 30, 1857 .....	\$1,640,528 04
Earnings for fiscal year ending April 30, 1858 .....	1,501,625 95

Decrease of earnings.....\$138,902 09

Operating expenses for year ending April 30, 1857 .....	\$855,515 67
Operating expenses for year ending April 30, 1858 .....	684,712 25

Decrease of operating expenses ..\$170,803 42

Increase of net earnings for year ending April 30, 1858 .....

The road of this Company is 138 miles long, commencing 30 miles west of Chicago, at its junction with the Galena road, and extending to Galesburg, where it connects with the Quincy and Chicago Railroad for Quincy, and with the Peoria & Oquawka Railroad for Burlington and Oquawka.

The business on the Canals is just now quite active. The reduction of tolls has attracted business to that avenue of transportation. The tolls on merchandise moving West are, notwithstanding the great reduction, larger than last year. On produce moving East, the increase is very large. At Buffalo, the first seven days give the following result:—

1858—First seven days .....	\$28,000
1857—do. ....	4,446
1856—do. ....	10,729
1855—do. ....	3,190
1854—do. ....	21,445

This increase is attributable almost entirely to the reduced rates of toll on flour and wheat. The entire shipments of flour from Buffalo last year only reached about 88,000 bbls. The first week of this year the shipments amounted to 19,000 bbls.

The amount collected in the first week of the present season is larger than the collections of the month of May during 1856 or 1857, as follows:—

May, 1856 .....	\$14,712
May, 1857 .....	17,224
First week in 1858 .....	28,000

The following comparative statement of the first eight days of navigation at Buffalo is published:—

	Flour, bbls.	Wheat, bush.	Corn, bush.
1857 .....	42	142,361	33,000
1858 .....	19,046	393,580	59,038
Increase ..	19,004	251,229	26,038

The following is the business of the Illinois Central Railroad for April, 1858:—

#### Land Department.

Acres Construction Lands sold .....	7,218.81	for \$87,606 18
Acres Interest Fnd Lands sold .....	78.73	for 1,100 91
Acres Free Lands sold ..	1,277.03	for 18,283 90

Total sales during the month .....	8,574.72	for \$106,990 99
To which add Town Lot sales .....	2,012 50	

Total of ril.....\$109,003 49

Acres sold since 1st Jan'y, 1858. ....	23,522.71	for \$302,120 00
Acres sold prev'y, 1,200,933.78	for 15,311,440 40	

Total.....1,224,456.49 for \$15,613,560 40

Construction Bonds canceled in April, 1858 .....	\$27,000
Do. canceled previously .....	605,000

\$632,000

Free Land Bonds canceled in April, 1858 .....	\$3,000
Do. canceled previously .....	70,000
	73,000

Total Bonds canceled up to May 1, 1858..\$705,000

#### Traffic Department.

Receipts from passengers .....	\$80,376 94
Do. freight .....	82,465 89
Do. mails .....	4,686 90
Do. rent of road .....	4,015 73
Do. other sources .....	2,163 61

Total receipts in April, 1858 .....	\$174,009 07
Do. do. 1857 .....	1206,341 41

Total receipts since 1st Jan'y, 1858 ..\$572,419 70

Total receipts in corresponding period, in 1857.....\$657,490 09

#### La Crosse and Milwaukee Railroad.

We notice in our Wisconsin exchanges, that the Directors of the La Crosse and Milwaukee Railroad Company are endeavoring to obtain an extension of the time required for the completion of the land grant portion of their road. We give below the argument from two Wisconsin papers in favor of such extension. The measures which the Legislature have taken to prevent a continuance of the corrupt schemes of Kilbourne & Co., will, we hope, produce a thorough reform in the management of the company's concerns. But we should fear to take any steps like that proposed until after the election of Directors, which takes place on the 26th, shall prove that the company is free, once for all, from all Kilbournism.

(From the Milwaukee Wisconsin.)

#### EXTENSION OF TIME TO COMPLETE THE LA CROSSE RAILROAD.

The La Crosse Railroad is asking for an important amendment to the Land Grant law, and that is the extension of the time from December 1858, to December 1859, to complete the section of the road from Madison to Portage City. We trust that the good sense of the Legislature will grant this favor, for the reason that the company is now in honest hands, who intend to do all that men can do faithfully to complete the road. Since the company received the grant, there has been a financial revolution in the world, which has deranged the best laid plans; and an extension of the time is what every fair man would say should be granted.

Another consideration should be borne in mind by the Legislature. There is over one million of bona fide stock, held in the State by farmers and others, who have paid value therefor. This extension may save the stock, otherwise we suppose that it must be sacrificed, and the road fall into

the hands of the bondholders. Surely few would desire that the farmers and others should lose their entire stock. The Legislature can also bear in mind that the road is now under a new management. The robbers and brigands who plundered the road no longer have the direction. The new directors deserve every fair and reasonable aid in lifting the company out of its serious embarrassments, brought on, it should be borne in mind, not by the present directors. In punishing the road now, the innocent will suffer more than the guilty.

We publish from the Madison Journal the following sensible article on this important question, which we trust expresses the views of Gov. Randall, and the Republican members who constitute a majority of the present Legislature:

"Mr. Stanton, the new President of the Company, and Mr. Guest, one of the principal stockholders, are now (says the Madison Daily Journal) in our city, the former on behalf of the Directors, and the latter representing the stockholders. We understand that they promise a thorough re-organization and regeneration of the company, and a sloughing off of the corrupt elements which have made its very name odious; to put it on a new basis, and to introduce into its management those principles of honest, open and honorable dealing, which seem hitherto to have been as foreign to the thoughts as they were inconsistent with the objects of the persons who have exercised the leading control in this corporation.

These gentlemen have the reputation of honorable and responsible men. Their character as such is vouched for by those whose testimony is entitled to consideration. If they will satisfy our Legislature that they are prepared to act in good faith, and consistently with their professions, they will find no hostility towards them in that body. The people of our State recognize the importance of the early completion of the La Crosse road; they understand fully its advantages as a connecting link in the great thoroughfare between the East and the rising commonwealth in the North-West; and they are justly indignant with regard to the corrupt and scoundrelly management that has checked the progress of the work, involved the road in debt, and made its name a by-word and reproach.

"The past will justify all manner of suspicions, and the utmost scrutiny on the part of the Legislature in regard to those who undertake the work of regeneration. If that body, however, can feel assured of the responsibility and trustworthiness of these gentlemen, it will, we have no doubt, extend to them every favor they can reasonably ask, and give them a cordial God-speed in their enterprise.

"The bill introduced by Mr. Worthington has become a necessity if the La Crosse Company are to construct the Land Grant Road at all, and, since Gov. Randall's decision that they must commence the work at Madison, and complete twenty consecutive miles before they are entitled to any of the advantages of the Land Grant, it is obviously for the interest of the Company to begin at once to prosecute the work in good faith, and with all dispatch, from this point. We therefore hope to see the bill pass, and think that it will not meet with any serious objection."

The following circular has been issued in regard to the new election of Directors of the La Crosse Road:

ALBANY, May 4, 1858.

Agreeably to the circular sent to you by us on the 19th April ultimo, we now inclose to you a Proxy, prepared according to the provisions of the Act of the Legislature of Wisconsin. Owing to a mistake of the Secretary of State of Wisconsin, in making a copy of the Act, the day of election was stated to be the last Monday in May, 1858, when it should have been the last Wednesday in May. The Act requires the Proxy to be executed within twenty days next preceding the election. As the election is to be held on the 26th May inst., the time is short for stockholders to receive notice of the election and return their Proxies. You will oblige us to sign the Proxy after the 6th of May,

and immediately thereafter send it to William Watson, No. 480 Broadway, Albany.

As instructed by the meeting of the stockholders, held in this city on the 14th ult., we shall vote for the present Eastern Directors, or such as will carry out their contracts and arrangements for completing the road to La Crosse; and we are pleased to state that we have heard from a large number of stockholders in New York and other places, who will cordially unite with us in sustaining them. None of the Western Directors will be voted for by us.

You are entitled to vote upon such privileged stock and full-paid stock as stood in your name on the 26th day of March last. The note at the foot of the Proxy will inform you of the number of shares which then stood in your name, and upon which you are now entitled to vote.

Very respectfully yours,

WILLIAM GOULD,  
WILLIAM WATSON,  
JOHN PEMBERTON,

Appointed to act as Proxy for stockholders.

#### South-Western (Ga.) Railroad.

There are now 127½ miles of this road in operation; 15 miles, graded, on which the track will be laid, and in operation in July next; 20 miles being graded, and 40 miles located ready for letting; the whole of which we expect to have in operation in the fall of 1860. The first 10 miles will be in use in about one year. The above will give three outlets from the Chattahoochee to the sea. From Columbus, in operation, 290 miles; Eufaula and Fort Gaines each 328 miles; and from Albany, on the Flint, to the sea, 297 miles. All these lines find an outlet at Savannah, and will drain the best portion of Georgia and East Alabama.

#### Southern Pacific Railroad.

ANOTHER ASSIGNMENT.—The New Orleans *True Delta* of Sunday, 2d inst., says that the Southern Pacific Railroad Company has made another assignment. A. M. Holbrook and J. J. Preston, Esqs., are the Trustees.

We should be glad to see a full and correct history of the origin and progress of this road. We have published from time to time statements in regard to its condition, which we supposed came from trustworthy sources. If the Company is so rich in money and resources as its often repeated announcements indicate, what is the meaning of these repeated assignments?

#### Failures in Great Britain.

We copy from the London *Times* of April 30th, the following statement of the results of the financial crisis of last autumn:—

The following interesting statement has been received from a careful correspondent, showing the results of 151 of the suspensions (including five large banks) which occurred during the commercial crisis, with a total of liabilities to be met of £41,427,569, and on which the deficiency now appears to be about 19 per cent. Out of 52 London firms 16 appear to have paid, or to be about to pay, in full, while of the provincial houses the number that have attained this conclusion is only 9 out of 69.

Result of a Summary of the Statement of Affairs submitted by 146 mercantile firms and five banks, which suspended payment during the period of the commercial crisis from the commencement of November, 1857, to the end of February, 1858.

#### CLAIMS.

To consideration claims .....	£35,551,997
To capital (paid up) of five banks ..	4,149,930
To liabilities claimable .....	1,725,642
To liabilities considered good .....	£10,412,365

Total.....£10,412,365 £41,427,569

#### ASSETS.

By available assets .....	£23,672,669
By balance carried down .....	7,754,900

Total.....£41,427,569

To balance deficiency, £7,754,900, viz:

52 London firms, deficiency on consider'n claims...	£789,790
On liabilities .....	1,507,167
69 country firms .....	3,167,865
5 banks .....	3,765,887

Total..126 .....

Less surplus, or in full..16 Lond.firms. £1,094,335

9 Country do.	390,474—1,484,809
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Total..151 .....

On an average it seems that the failures were for about £275,000 each, and, supposing the creditors to each firm, apart from those which paid in full, to be thirty, the number of houses inconvenienced would be 3,880; and the average ultimate loss of each would be £2,000. Nearly one-third of the suspended houses in London have paid in full, and about one-seventh in the provinces.

#### Pensacola and Montgomery Railroad.

Major Chase, President of the Pensacola and Montgomery Railroad, in a letter published in the *Pensacola Observer* of the 22nd ult., states that 1,102 tons of iron have been purchased and shipped for this road, part of which has been received. This will be enough to lay 12½ miles of the track.

He also states that "arrangements have been and are being made to secure means by which the remainder of the iron rails, fastenings, rolling machinery, etc., etc., may be speedily procured and promptly delivered."

If everything should work prosperously, the Major thinks that the whole road, as far as the line between Florida and Alabama, will be completed "on or before the 31st December, 1858."

#### Survey of Minnesota.

The area of the State of Minnesota is about 78,000 square miles, which, deducting one-fifth for water surface would give us 40,000,000 acres of land area. Of this 12,188,281 acres had been surveyed up to June 30th, 1857, leaving 27,811,000 acres yet to be surveyed. The Surveyor General, Mr. Emerson, is rapidly pushing the surveys, and if appropriations are made by Congress sufficiently liberal to complete the work in progress, 200 townships will be added to the surveyed lands of the Territory in the present year. The surveys are principally on the western margin of the present surveyed lands, around the headwaters of the Des Moines, in Brown county, and westward from Sauk Rapids and Crow Wing through the beautiful Otter Tail Lake region, towards the western boundary of the State.

The surveys are also being vigorously extended on the north shore of Lake Superior, in the Buchanan Land District, the abundant resources of which it has been deemed desirable to open to settlement as soon as possible.

#### Dayton and Toledo Railroad.

The stockholders of the Dayton and Michigan Railroad Company held an election for Directors on the 5th inst., which resulted as follows:

George Carlisle, Cincinnati; Clement Dietrich, Cincinnati; Thos J. S. Smith, Dayton; M. Shoemaker, Dayton; John G. Telford, H. S. Mayo, Troy; Joseph Cummins, Sidney; J. S. Norton, Perrysburg; M. R. Waite, Toledo.

The Board organized and elected Thos. J. S. Smith, President; C. Dietrich, Vice-President; Preserved Smith, Secretary and Treasurer, and M. Shoemaker, Superintendent. The vote was large, and all the officers elected without opposition. Reports were made by the President, Sec-

retary, Treasurer, and Superintendent, and gave a satisfactory account of the business of the road, and the progress made toward its completion.

#### York and Cumberland Railroad.

An important move is making to extend the York and Cumberland Railroad to Alfred. Responsible parties have contracted to finish it to Alfred, by Dec. 1, (except the rails,) if \$75,000 is raised on a subscription to the consolidated bonds of the Company. The rails could also be procured on favorable terms. If this \$75,000 is now subscribed, payable in monthly instalments of 15 per cent., except the last one of 10 per cent., the road could be running to Alfred the present year. This would double the business of that road at once.

#### Milwaukee and Watertown and B.V. R. R.

The *Baraboo Republic* says, this road, which, under La Crosse management, scarcely paid running expenses, is now, and has for some weeks past, been paying a very large interest over and above its expenses. The character of the road, both as to location, financial conduct, and resources, is so well known to our real estate owners, that no word from us could better establish it in their minds. There is but one sentiment, and that is in favor of bringing the road to Baraboo as soon as possible.

Yet, in taking stock, there may very reasonably, in view of the financial embarrassments of other roads, be some hesitation about subscribing very largely. No man should, nor, as we understand, is it desired that any should take more stock than he would be willing, in the worst event, to lose in order to have the road built hither. By this means, should loss arise, it will be so distributed as to fall short of the benefits conferred by the road, while on the other hand, if the stock should prove a valuable investment, the benefits will be the more widely distributed.

#### St. Louis and New Orleans Railroad.

The St. Louis and Iron Mountain Railroad is no longer a matter of speculation—it is a thing accomplished. Short as the road is, all of us are impressed with the belief that it is going to be productive of great results to St. Louis. We look to it as bringing the vast ores of the Iron Mountain, the Pilot Knob and Shepherd's Mountain, directly to our doors—here, with the aid of our coal and our capital, to be converted into iron, in all its shapes, and to be sent abroad at prices defying competition. Unless all our calculations mislead us, the building of this road, and the bringing of this mine of wealth within our grasp, is to make St. Louis the great iron producing city of the Union. So thinking, we may well felicitate ourselves upon the completion of the road to the most remote of these remarkable deposits of iron ore—the Pilot Knob.

But we look upon this as only a temporary triumph for our city. Having gone so far—having secured so much wealth for St. Louis—we must look to that which is beyond, and which is of vast importance to us. The idea that we can stop this enterprise at the Pilot Knob, only seventy miles from our Southern boundary line, when we can, by a little more effort, connect ourselves with Memphis and New Orleans, and Charleston and Alexandria, is not to be entertained. We must go on with this road—not after awhile, but now. Our Southern friends, who are said to be even more careful and circumspect in matters of this kind than we are, have already a continuous line of railroad from New Orleans to Jackson in Mississippi. Other parts of the road from Jackson to Memphis are completed, and a year more will see a complete line of railway communication between New Orleans and Memphis. So thoroughly are the Southern people imbued with the importance of a railway communication between St. Louis and New Orleans, and St. Louis and Charleston, via Memphis, that a company has already been chartered by the Arkansas Legislature, styled the Memphis and St. Louis Railroad Company, the di-



rect object of which is to build a road from opposite the city of Memphis, through the Northeastern portion of Arkansas to the State line dividing Arkansas and Missouri, there to connect with a road leading from the St. Louis and Iron Mountain road as at present constructed. The entire distance from the Pilot Knob to the Southern line of Missouri is seventy miles, and thence to Memphis one hundred miles. Of the seventy miles to be built in Missouri, there are only 20 to 25 miles through a hilly country—the remainder being almost a perfect level, down the St. Francois to the line, and which may be built at a very small cost per mile, as compared with the cost from St. Louis to the Pilot Knob.

This is what we have to do. The people of Memphis propose to construct the hundred miles of road through Arkansas, and for this purpose a company has already been formed there. Indeed, the President of the Company, Col. E. H. Porter, is now here, proposing to the President and Directors of our Company to enter into an arrangement to fix a point, and to agree upon a time at which the two companies shall meet with their roads at our Southern State line. If Memphis, with less population, less wealth, less general resources, can feel secure in her ability to construct her part of this road, certainly we ought not to shrink from the construction of only seventy miles of a road which is to give us almost an air-line road to New Orleans, and at the same time give us free communication to Charleston, and all the Southern States. So long as the terminus of the road remains at the Pilot Knob, it is wholly incomplete. It does not give us all the benefits which we ought to have from this means of communication. And for this reason, we hope the President and Directors of the St. Louis and Iron Mountain Company will meet Col. Porter in the best spirit, and, if possible, arrange with him for the early prosecution of the road from the Pilot Knob to Memphis.—*St. Louis Republican.*

#### Grand Trunk of Canada.

(From the London Times, April 24th.)

The London directors of this Company state in their report that during the whole of the past half-year the trains have been worked with great regularity, and a reduction has been effected in the locomotive department of 1½d. per mile run, making, with former savings, a diminution of 2½d. per mile run in the last 18 months. A reduction has also been effected in several of the other working charges of the railway. The total traffic receipts for the past half-year have been £270,009, the expenses £227,881. These latter, viewed solely with reference to the amount of the receipts, may appear high, but it must be remembered that the expenditure includes charges for management, the maintenance of the road, the establishments at the stations, and the other permanent expenses, which are scarcely altered, whether the traffic be heavy or the contrary. The general manager reports that the present actual cost per mile, which amounts to about £10 a week, and which contrasts favorably with the working charges on any other trunk railway in America, is sufficient to carry on a traffic of £20 per mile per week. The whole of the expenses of advertising and of agency connected with the railway, and the through booking of goods and passengers, both on the American continent and throughout Great Britain, and on the continent of Europe, amounting to £7,776, appear as charges against the revenue for the past half-year, although a considerable portion of the expenditure under these heads was incurred in the two previous half-years. Notwithstanding the severe and depressing crisis which Canada and the United States have lately passed through, the net proceeds of the revenue for the half-year terminating on the 31st of Dec. last have been more than sufficient to pay the interest guaranteed under the lease of the Atlantic and St. Lawrence Railway, and the interest on the preference capital to the end of last year. These two sums amount to £41,436, and the net revenue to £42,127. The recent advices from the Company's officers in Canada speak encouragingly as to the con-

tinued prospective increase of the traffic. An additional route for the conveyance of traffic from Chicago, Milwaukee, and other ports on Lake Michigan, to the eastern seaboard, has just been completed, four large screw steamers being about to run from those places to Collingwood, the northern terminus of the Ontario, Simcoe, and Huron Railway, which connects with this line at Toronto. The Grand Trunk will thus have the means of bringing flour and wheat in bulk, without transshipment, from Collingwood to Montreal, a distance of 427 miles. The amount received on the preference bonds of the Company to the present date is £1,116,744, which, with the 3 per cent. discount at which £1,164,200 were subscribed for, represents a total sum of £1,151,670. The balance will be called up as required for the wants of the Company, after the 15th of July next. The progress of the works of the Victoria Bridge continues to be very satisfactory; 14 piers out of 24 are completed, the construction of all but two will be finished during this and the next year. The two abutments are up to the tube level; the approaches to each are completed; one tube is fixed and finished, and either eight or nine will be fixed in their places before the termination of the present year. The expenditure to the present time has been £712,192 out of the £1,250,000, the price at which the bridge is to be completed under the last agreement entered into with Messrs. Peto, Brassey & Co. The bridge will be opened for traffic in the summer of 1860. The branch from St. Mary's to London, a length of 22 miles, will be completed during the present year. The extensions to Sarnia and to River du Loup are making such progress as will insure their completion within the time named in the Grand Trunk Company's Relief Act of 1857. The capital account shows that £9,050,888 had been received, and £8,797,708 expended, leaving a balance of £253,180.

#### Cincinnati Hamilton and Dayton Railroad.

The regular annual meeting of the Cincinnati, Hamilton and Dayton stockholders was held on the 4th inst.

The President, S. S. L'HOMMEDIEU presented his report on the business affairs of the Company, accompanied with those of the Secretary and Superintendent, which were read, and on motion of Mr. Wm. Jones, were accepted.

From the Report of the President we abstract the following:

#### General Exhibit.

Receipts from passengers .....	\$232,596 95
Do. mails and express .....	18,868 93
Do. freights .....	214,272 31
Do. rent of machinery, etc. ....	21,683 08
	<hr/>
	\$487,421 27
Expenses of transportation, etc. ....	226,658 15
	<hr/>
Leaving for interest, interest on bonds, taxes and dividends .....	\$260,763 12
The decrease in freight receipts for the year has been:—	
From connecting roads .....	\$44,849 89
“ G. M. Valley .....	9,696 90
	<hr/>
	\$54,546 79
Gain in passengers .....	\$1,025 41
Do. mails and express .....	952 72
	<hr/>
	1,978 13
Showing a total decrease in transportation receipts of .....	\$52,568 66
The number of passengers carried, year ending March 31, 1858 .....	370,951
Do. do. 1857 .....	362,630
Showing an increase in number of .....	8,321
The expenses of transportation have been reduced, principally since the 1st of January last, \$33,443 42.	
The decrease in transportation receipts has oc-	

curred within the past six months; and may be attributed to the general stagnation of business, consequent on the financial embarrassments of the country; to the continued high stage of water in the Ohio river, and to the mild weather of the past winter, allowing the Miami canal to be open and in use.

The earnings of the past year, after payment of transportation expenses, interest, interest on bonds, and taxes, have been principally applied to the—

Payment of scrip, issued in 1855, for Dividend No. 5, and due September 1st, 1857, with interest .....	\$111,346 70
Construction of Ohio & Mississippi connection .....	6,687 00
Purchase of real estate for same .....	9,796 00
Purchase of 1st mort. bonds on account of sinking fund .....	5,400 00

The present floating debt of the Company is .....

Its assets, available within 18 months, .....	\$145,453 01
Leaving balance of liabilities over assets of .....	107,998 82
	<hr/>
	\$37,454 19

At the time of the failure of the Ohio Life Insurance and Trust Company, this Company had on deposit in that institution \$69,456, which had been provided for the payment of scrip due September, 1857. The amount has been amply secured, but rendered unavailable for two years from September last. It now forms the larger part of the assets named above, and is bearing an interest of seven per cent., payable semi-annually.

The Board of Directors submitted to the stockholders, at their annual meeting in May, 1857, a proposed contract between the Pittsburg, Fort Wayne and Chicago, the Springfield, Mt. Vernon and Pittsburg, the Mad River and Lake Erie, and the Cincinnati, Hamilton and Dayton Railroad Companies, forming a line for business between Cincinnati and Pittsburg, which after being fully discussed, was referred to the Board, then to be elected, with power to close the same. On the 25th of May following, the contract was finally agreed to on the part of the officers of the several companies interested, and on the 12th of June approved by the Board of Directors, substantially as it had been presented to the stockholders.

Since the last annual meeting of the stockholders, a contract has also been made between this Company and the Cincinnati, Wilmington and Zanesville Railroad Company, by which the latter have agreed to extend their road to Glendale, a point on the Cincinnati, Hamilton and Dayton road fifteen miles from Cincinnati.—This arrangement, when completed, will bring into more profitable use that portion of our double track now finished, and it is believed will prove beneficial to both companies.

In October last an arrangement was made between the Cleveland, Columbus and Cincinnati, the Pittsburg, Fort Wayne and Chicago, the Springfield, Mt. Vernon and Pittsburg, the Mad River and Lake Erie, and the Cincinnati, Hamilton and Dayton Railroad Companies, by which it was agreed to open for business a line of roads between Cincinnati and Cleveland, and Cincinnati and Pittsburg, by way of Dayton and Delaware, on terms mutually advantageous and satisfactory. This line possesses the merit of being composed of first class roads, of passing through the most fertile and populous portions of the State of Ohio, and of being the shortest route between Cincinnati and Cleveland. The line has been temporarily closed, but will be opened again on the 17th inst.

Within the past few months a controversy has occurred between this and the Mad River and Lake Erie Company, (now Sandusky, Dayton and Cincinnati Company,) growing out of the contract of the two companies for building and running steamboats on Lake Erie, by which the business connections of the two roads were interrupted. It affords us pleasure, however, to be able now to say that all difficulties have been removed, and that the two roads are again connected in business.



By the settlement made, whatever of interest this Company had in boats has been transferred to the Sandusky, Dayton and Cincinnati Companies, with all liabilities.

Mr. R. M. SHOEMAKER, on behalf of the Dayton and Michigan Company, read a communication from T. J. S. SMITH, Esq., President, asking to withdraw the proposition of that Company to the stockholders of this Company, for the purchase of five hundred of their bonds of one thousand dollars each, to be paid for with the net earnings of C. H. & D. R. R. Company, derived from the business done in connection with the D. & M. road.

Leave was granted to withdraw the proposition.

The following resolution was adopted:—

*Whereas*, The stockholders of the Cincinnati, Hamilton and Dayton Railroad Company view with deep interest the progress of the Dayton & Michigan Railroad, in its completion to Toledo, as the direct and natural extension of their own road to Lake Erie, and as furnishing, when finished, most important connections for profitable business with Chicago, Detroit and Buffalo; therefore

*Resolved*, That the Directors of the Cincinnati, Hamilton and Dayton Railroad Company be requested to encourage and aid the business of said Dayton and Michigan Railroad, with all their influence, so far as it can be done without injury to the business of the Cincinnati, Hamilton and Dayton road, and without violating any existing contracts with other roads.

The following resolution was unanimously adopted:

*That*, in order to prevent a recurrence of any future difficulties or complaints in regard to aids in the form of subscriptions to stock, or otherwise, to connecting roads, or any considerable expenditures for any purpose whatsoever, foreign to the general and necessary conduct of the business of the road, therefore, it is

*Resolved*, That in all cases when appropriations in such particulars shall be called for from this Company, nothing shall be done by the Board but upon express authority of the stockholders, at a meeting to be called for a specific purpose, the stockholders being previously notified of what that purpose may be, as the special object of such meeting.

A report of the settlement recently made with the M. R. & L. E. Company was called for, and read by the President, which settlement was unanimously approved.

The following resolutions were adopted unanimously:—

*Resolved*, That when this meeting adjourn, it do adjourn until the second Monday in October next, at 2 o'clock p. m.

*Resolved*, That a committee of three stockholders (not at this time Directors) be appointed to examine into the finance and general affairs of the Company, and report at the meeting to be held on the second Monday in October next, and that said committee have access at all times to the books of the Company.

The Chairman appointed the following gentlemen said committee, viz: John Young, Wm. Goodman, and John W. Hartwell, Esqs.

The following ticket was elected receiving on an average 12,500 votes:—

S. S. L'HOMMEDIEN, Geo. Carlisle, John C. Wright, John W. Ellis, Geo. H. Hill, Joseph B. Varnum, Jacob Schaffer, Stanley Matthews, E. J. Miller.

Mr. Matthews is elected in the place of S. C. Parkhurst, E. J. Miller is chosen in place of Mr. Resor, and G. G. Schaffer in place of another member of the old Board desirous of retiring.

It will be observed that the present administration is sustained by a nearly unanimous vote.

## TO CONTRACTORS.

**SEALED Proposals** for the Graduation, Ballasting and Track laying of 8½ miles of the Junction and Breakwater Railroad, extending from its junction with the Del. R. R. at Clark's Corner, to the town of Milford will be received by the undersigned until the 10th proximo; upon which day the proposals will be opened and the award declared.

All necessary information can be obtained at the Engineer's office in this place.

P. F. CAUSEY, Pres. J. & D. W. R. R. Co.  
JOHN DALE, Chief Engineer.  
Milford, Kent Co., Del., May 8, 1858. 4t20

## NOTICE

### TO CONTRACTORS FOR MASONRY.

THE undersigned wishes to let 4,000 cubic yards of Bridge and Culvert Masonry, to be built during the current year. Parties wishing information will call in person at the Engineer's office in Norfolk, Va.

WILLIAM MAHONEY, Chief Engineer.  
Norfolk, Va., May 11th, 1858. 4t20

## GEORGE PAGE & CO.,

Manufacturers of

Patent Portable Circular

SAW MILLS,

Also, PORTABLE Steam

ENGINES,

No. 5 Schroeder St.,

BALTIMORE, MD.



**RAILROAD COMPANIES** established or in course of formation, Secretaries and others desirous of having Reports, Prospectuses, Accounts and Estimates prepared for publication can obtain the services of an experienced person at a moderate price. Address T. T. at this office. 3mt8

OFFICE OF THE MILWAUKEE AND HORICON R. R. CO.,  
No. 33 Pine st., New York. April 5th, 1858.

THE Office of this Company having been removed to No. 33 Pine st., Interest Coupons will be paid at this office as follows: Coupons of the 1st mortgage bonds, payable in 1875 (2d issue), will be paid on presentation; Interest Coupons of the bonds of the City of Milwaukee, issued to aid in the construction of this Company's road, will be paid on and after the 15th day of May next, and the Interest Coupons of the Farm mortgage bonds will be paid on and after the 1st day of June next. 6c18 J. B. SMITH, President.

## FOR SALE.

**40 PLATFORM CARS** of superior quality, 28 feet long, 4 ft. 8½ in. gauge, at a great bargain.

ALSO  
3 Locomotives, 30 Tons, 18x22 Cylinder, 6 four feet Drivers, 4 ft. 8½ in. Gauge.  
3 Locomotives, 25 Tons, 16x20 Cylinder, 4 five feet Drivers, 4 ft. 8½ in. Gauge.  
7 Locomotives, 23 Tons, 16x22 Cylinder, 4 five feet Drivers, 4 ft. 8½ in. Gauge.  
3 Locomotives, 25 Tons, 14x22 Cylinder, 4 six feet Drivers, 6 ft. Gauge.  
3 Locomotives, 19 Tons, 12x22 Cylinder, 4 five feet Drivers, 5 ft. Gauge.

For further particulars apply to

DAVIS & KASSON,  
New York, April 22, 1858. 1m 47 Exchange Place.

## PASSENGER AND FREIGHT CARS.

**8 FIRST CLASS**, 60 seat Passenger Cars for sale. They are 10 feet 4 inches wide, built in the most approved and substantial style of the very best materials throughout, and can be finished for any Gauge desired.

ALSO  
10 First Class Box Cattle Cars, 6 feet wide, 26 feet long, 6 ft. Gauge. Can be used for either Freight or Cattle carrying. Will be sold in lots to suit purchasers.

Apply to  
DAVIS & KASSON,  
New York, April 22, 1858. 2m 47 Exchange Place.

**5 NEW LOCOMOTIVES,**  
2 60-Seat First Class Passenger Cars,  
15 Second Hand Gravel Cars.

THE Engines are made by one of the best New England makers and will be sold very low for cash or satisfactory security, viz:—

2 FREIGHT ENGINES, 16x24, 5 ft., 140, 11x2 in.  
1 PASSENGER do, 16x24, 6 ft., 140, 11x2 in.  
1 do, do, 16x22, 5½ ft. wheel.  
1 do, do, 14x20, 5½ ft., 110, 10x2 in.

All 4 ft. 8½ in. gauge, link motion.  
WILLIAMS & PAGE,  
2m16 44 Water St., Boston, Mass.

## Notice to Contractors.



### ALBANY & SUSQUEHANNA R. R.

**SEALED Proposals** will be received by the undersigned, at the office of the Albany and Susquehanna Railroad Company, 73 State street, Albany until Monday, the 31st day of May next, at 10 o'clock A. M., for the grading, masonry, bridging and fencing, of 55 miles of the line of the Albany and Susquehanna Railroad, extending from the city of Albany to the village of East Worcester, Oswego county.

The line will be divided into convenient sections, and proposals are invited for separate sections of the work, or for the whole line.

The line will be ready for examination by contractors, and maps, plan- and specifications of the work may be examined at the Engineer's office, Albany, on and after the 18th of May. Blank proposals with all necessary information, will also be furnished to those wishing to propose.

Proposals should be enclosed and endorsed "Proposals," and directed to the undersigned.

The proposals which may be received in pursuance of this notice, will be opened by the undersigned at the time specified, and canvassed, and the result of such canvass will be reported to the Board of Directors, who will convene for the purpose of their examination on Wednesday, the 2d day of June next.

Persons proposing for work, who may be unknown to the undersigned, or so no member of the Board of Directors, will be required to present satisfactory references.

The right to reject any and all proposals, as may be deemed for the interests of the Company, is expressly reserved to the Board of Directors.

By order of the Board,  
C. W. WENTZ, Chief Engineer.  
Albany, 20th April, 1858. 6t17

## NOTICE TO

### BRICK AND BRIDGE CONTRACTORS.

THE brick-work of the Tombigbee and Black Warrior bridges, on the North-East and South-West Alabama Railroad, will be let for cash, to the lowest responsible bidder on the 1st day of July, 1858.

Proposals for this work will be received at the Engineer's office in Eutaw, Greene County, Alabama, until the day of letting; bids for the brick-work of one or both bridges will be considered.

About 2,000,000 bricks, in nearly equal amounts, at the two bridges, will be required. The bricks are to be of the best quality; and their suitability for the intended purpose is to be decided by the Engineer of the Company. Bidders must state the place at which they propose to make the bricks. To enable the Contractor to work during the low water season, the Company will have at each bridge site several hundred barrels of Cement.

Plans and specifications will be exhibited at the Eutaw office on and after the 15th day of May next.

Satisfactory evidence of the ability of the Contractor to complete his contract will be required.

The superstructure of these bridges, about 650 feet at each bridge, including the draw, will be let out this year at a later date, but propositions covering both brick-work and superstructure will be considered at the above letting.

The bridges are at Jones' Bluff on the Tombigbee, and Finch's Ferry on the Black Warrior, both healthy localities and accessible to steamboats till summer sets in fairly.

R. E. RODES, Chief Eng'r,  
1st Division, N. E. & S. W. A. R. R.  
Wednesday, March 10, 1858.

The Superstructure of the above Bridges will be let out on the day appointed for letting out the Brick work, "1st JULY, 1858."

6t16 R. E. RODES, Chief Eng'r, 1st Div., etc.

## RAILROAD MAP.

A NEW AND COMPLETE

LITHOGRAPHIC (COUNTY) MAP

OF ALL THE

RAILROADS IN THE UNITED STATES

AND CANADAS,

IN OPERATION, PROGRESS AND PROJECTED,

Always corrected to latest dates,

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Price of Pocket Edition, by mail, pre-paid .....\$1.00

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" " " Colored in Counties ..... 5.00

## RAILROAD IRON

AT ELMIRA, N. Y.

THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.

April, 1858. 8m16 FABER, PERKINS & CO. Brokers, New York

## Railroad Iron.

**700 TONS**, about, or in store, of "W. Crawshaw's" make. For sale by

THEODORE DEHON,  
10 Wall St., near Broadway.  
NEW YORK.

**WATER GAUGES**

THAT cannot go wrong or get out of order, and will stand a steam pressure from 100 lbs. to 550 lbs., either for LOCOMOTIVE, STATIONARY, or MARINE BOILERS.

NEWRY, WARRENPOINT, AND ROSTREVOR RAILWAY,  
General Superintendent's Office,  
Newry, February 2, 1857.

Sir—I have great pleasure in being able to bear testimony to the superiority of your Gauge Glasses, for Locomotive purposes, over any other maker's that I have used, during a period of more than twenty years, on one of the principal lines in England. I have now had your Gauge Glasses in use in Ireland on the above line, in our engines, since August, 1856, and I am glad to say that I have not had one broken during that time; and I must say, it is a great desideratum having good Gauge Glasses, as regards the safety of Locomotive Engines. Yours

WM. MADDISON,  
Superintendent.

Mr. E. TOMES, Perth, Scotland.

**REFER TO**

London & North-Western, Scotch Central, Edinburgh and Glasgow, Eastern Counties, Derby Midland, Scottish Midland, and all the principal Locomotive Superintendents in Britain. Price from 12s. a dozen and upwards.

ENOCH TOMES, Maker,  
Perth, Scotland.

**VAN RIPER'S DINING SALOON.**

Nos. 34 and 34½ Pine Street.

MERCHANTS and others doing business in the vicinity of the Custom House, should patronize this well conducted establishment.

Every care will be taken to give satisfaction to the most fastidious, and the proprietor feels confident in his ability to please those of his friends and strangers who may favor him with a call.

THEODORE VAN RIPER, Prop'r.

SAWYER, TINKER & CO.,  
MANUFACTURERS OF

**COTTON DUCK,**

For Car Roofing, of all widths, up to 140 in.  
PATENT COTTON BELTING, cost about one-third of Leather,  
OFFICE, 86 CEDAR ST., NEW YORK.

A. N. GRAY, Cleveland, O.,  
RECEIVER AND FORWARDER OF  
RAILROAD IRON, CHAIRS & SPIKES.  
Also Cars, Locomotives,  
AND ALL KINDS OF

MACHINERY FOR RAILROAD PURPOSES.  
Office, next door to the Custom House, Main street.

**CEMENT, PLASTER, ETC.**

THE HUDSON RIVER CEMENT CO.

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh ROSENDALE CEMENT, CALCINED PLASTER, FARMERS' PLASTER and MARBLE DUST. Address  
HUDSON RIVER CEMENT COMPANY,  
1312 Jersey City, N. J.

THE  
RAILROAD IRON MILL COMPANY,  
CLEVELAND, OHIO,  
MANUFACTURERS EXCLUSIVELY OF  
**RAILROAD IRON.**

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

**Orders are now solicited**

From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,

President of the Incorporation.

February, 1858.

THE  
KASSON LOCOMOTIVE EXPRESS CO.,  
CAPITAL \$200,000.

General Office, BUFFALO, N. Y. Treasurer's Office, N. YORK.  
WM. M. KASSON, President. W. MARSH KASSON,  
JAMES G. DUDLEY, Secy. 47 Exchange Place.

**BENJ. H. LATROBE,**

CIVIL ENGINEER,

HAS ASSOCIATED WITH HIM PROFESSIONALLY  
ALBERT FINK, Civil Engineer.

HE may be consulted or addressed at his office in the City of BALTIMORE upon questions relating to the Location, Construction and Operation of Railways, and especially in reference to the plans of Bridges, Station buildings and arrangements, and Railway Architecture generally.

**RAILROAD IRON.**

WOOD, MORRELL & CO.,  
Having leased the extensive Works of the  
Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, { North Penna. R. R. Building,  
No. 407 Walnut st.

**RAILROAD IRON.**

CONTRACTS FOR RAILS,  
AT A FIXED PRICE OR ON COMMISSION,  
DELIVERED AT AN ENGLISH PORT,

Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,  
THEODORE DEHON,  
10 Wall st., near Broadway, New York.  
300 tons T rails on hand 54 to 57 lbs. per linear yard.

**RAILROAD IRON.**

The undersigned, Agents for leading Manufacturers in  
STAFFORDSHIRE AND WALES,  
ARE PREPARED TO CONTRACT FOR DELIVERY  
On board ship at Liverpool, or Welsh port.  
C. CONGREVE & SON,  
13 Cliff st., N. Y.

**RAILROAD IRON.**

THE RENSSLAER IRON COMPANY,  
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

**OLD RAILS**

received in exchange for new or for re-manufacturing.  
JOHN A. GRISWOLD, Agent,  
Troy, N. Y.

New York Agent:

E. A. QUINTARD, corner of Wall st. and Broadway.

**RAILROAD IRON.**

The Crescent Manufacturing Company,  
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address  
N. WILKINSON, Secy,  
WHEELING, VA.

**RAILROAD IRON AND COMMON BARS.**

THE UNDERSIGNED,

Sole Agents to Messrs. GUEST & CO.,

The Proprietors of the Downais Iron Works,

Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

**RAILROAD IRON.**

The Subscribers, Agents for the Manufacturers,  
ARE PREPARED TO CONTRACT FOR THE  
DELIVERY OF RAILROAD IRON AT ANY PORT  
in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

Boston, June, 1851.

29 Central Wharf.

**Railroad Iron.**

2,500 TONS Railroad Iron, 56 and 58 lbs. per yard,  
English Manufacture, now ready for delivery.

Also:  
2,300 Tons American Rails, "Erie" pattern, 58 lbs. per yard.  
A. S. & A. G. WHITON,  
72 Pine st. N. Y.

**RAILROAD IRON.**

The Undersigned, Agents for the Manufacturers,  
ARE PREPARED TO CONTRACT TO DELIVER  
Free on Board at Shipping Ports in England, or  
At Ports of Discharge in the United States,  
RAILS OF SUPERIOR QUALITY,  
And of Weight or Pattern as may be required.  
VOSE, LIVINGSTON & CO.,  
New York Aug. 1, 1855 9 South William Street.

**IRON BOILER FLUES.**

Lap-Welded Boiler Flues,  
1½ to 7 inches outside diameter, cut to definite  
length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,  
From ½ to 5 inches bore, with Screw and Socket  
Connections. T's, L's, Stops, Valves, Flanges,  
&c., &c.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,  
PASCAL IRON WORKS.  
Warehouse—209 South Third st.,  
PHILADELPHIA.

MORRIS & JONES & CO.,  
IRON MERCHANTS,  
MARKET AND SIXTEENTH STREETS,  
PHILADELPHIA.  
IRON AND STEEL  
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,  
BOILER RIVETS, RAILROAD IRON,  
OUT NAILS AND SPIKES, PIG IRON, etc.


Having the selling agency of a number of the Rolling Mills,  
Furnaces and Forges in this State, orders for any description of  
Iron can be executed.

August 16, 1854.

1y33

**STEEL, FILES, &c.**  
R. GROVES & SONS,  
SHEFFIELD, ENGLAND.

MANUFACTURERS of warranted Cast Steel, superior  
quality, for Tools, Machinery, and Engineering purposes.  
Single and Double Shear, Blister, German Spring and Sheet  
Steel of every description—also, Cast Steel Files of high reputation,  
especially adapted for the use of Machinists, and Saws  
and Edge Tools of all kinds.  
A stock of the above goods constantly on hand.

CORPORATE MARK  


CHAS. CONGREVE & SON, Agents,  
13 Cliff street, N. Y.

**RAILROAD IRON & CHAIRS.**

THE LACKAWANNA IRON AND COAL CO.  
Are now prepared with increased facilities to contract for  
RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.  
Address J. H. SCRANTON, Pres't, at SCRANTON,  
or, THEO. STURGES, Treas., 46 Exchange Place, NEW YORK.

**AMERICAN COAL CO.**

GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their  
coal, delivered on board vessels at the depots at Baltimore,  
Georgetown and Alexandria, on the most favorable terms. The  
coal is from the George's Creek basin, entirely free from slate,  
and for steamers, locomotives and foundries is unsurpassed and  
unequalled in quality by any coal brought to this market, except  
that coming from the same basin.

The Company will procure vessels at the lowest rates, when  
desired, without charge.

Orders for quantities less than a cargo, will be filled at the  
yard of RANDALL & MORRELL, Jersey City, adjoining the  
Cunard Wharf.

Office, 50 Exchange Place. W. TITUS, Secy.

**Railroad Iron.**

1,000 TONS Railroad Iron, weighing about 58 lbs.  
per yard, "Erie" pattern, of best quality Welsh  
make, now ready for delivery, for sale by  
VOSE, LIVINGSTON & CO.,  
August 1st, 1857. 9 South William st.



**RAILROAD SUPPLIES.****WILLIAMS & PAGE,**

No. 44 Water, between Congress and Kilby Streets,  
**Boston, Mass.**

**Iron Rails, Chairs, & Spikes,  
FREIGHT AND COAL CARS,**

(on hand or made at short notice.)

**Wheels and Axles of all kinds,**

**LOWMOOR, AMES, BOWLING, AND NASHUA TIRES,  
IRON AND STEEL,**

Of all kinds for Shops and Tracks.

**Car Trimmings, Paints, Oil, Varnish, Car and Switch  
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber  
Springs, Chairs, Hose and Belting, Ash, Pine and other Timber,  
and ALL MATERIALS USED IN Equipment and Repairs of  
Railroads, Engines and Cars, at lowest prices.**

**THOS. S. WILLIAMS, PHILIP S. PAGE,**  
Late Sup't Boston & Ma. R. R. Late PAGE, ALDEN & Co.

**REFERENCES.**

JAMES HAYWARD, President  
Boston and Maine R. R.  
Capt. Wm. H. Swift, Boston.  
Geo. H. Kuhn, Esq., Boston.  
R. M. Felton, Pres't Phila. W. & B. R. R.  
PHILIPS, DODGE & Co., N.Y.  
COOPER, HEWITT & Co., do.  
REYNOLDS, BUCK & Co., Phila.  
E. S. CHESBROUGH, Chicago.

**OLD STAND.**

**RAILROAD AND CAR FINDINGS.**

**A. BRIDGES & CO.,**

SUCCESSORS TO BRIDGES & BRO.,

**WILL** continue the Railroad and Car Furnishing business,  
and deal in Locomotive and Hand Lanterns, Enamelled  
Head Lamps, Brass and Silver Trimmings, Cotton Duck for Car  
Covers, Portable Forges and Jack Screws, Bolts, Nuts and  
Washers, Ship and Bridge Bolts, and Iron Forgings of almost  
every description, etc., etc., at the OLD STAND,  
64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside  
from our regular business, respectfully solicited.

**ALBERT BRIDGES,** Of the late firm of  
**JOEL C. LANE.** BRIDGES & BRO.

**M. K. JESUP & CO.,**

No. 44 EXCHANGE PLACE,

**RAILWAY AGENTS AND  
COMMISSION MERCHANTS,**

DEALERS IN FOREIGN AND AMERICAN

**RAILROAD IRON,**

HAVE FOR SALE ON COMMISSION

**LOCOMOTIVE ENGINES,**

PASSENGER AND FREIGHT CARS,

**WROUGHT AND CAST IRON CHAIRS,**

**Spikes, Car Wheels, Axles, Tyres, etc.**

F.W. Rhinelander, James A. Boorman, Edwin A. Post.

**RHINELANDER, BOORMAN & CO.,**

**RAILWAY AGENTS**

AND

**COMMISSION MERCHANTS,**

SUPPLY ALL MATERIAL AND ARTICLES USED IN THE

**CONSTRUCTION AND OPERATING OF RAILWAYS.**

BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO

John A. Stevens, Esq., President Bank of Commerce.  
Sam'l Sloan, Esq., President Hudson River Railroad Co.  
James Boorman, Esq., Messrs. Stillman, Allen & Co.  
Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

**DRAKE & CARTER,**

49 Merchants' Exchange, Wall Street.

**THE** subscribers have formed a Co-Partnership under the  
name of **DRAKE & CARTER**, for the purpose of con-  
tinuing the business of Buying and Selling Stocks and Bonds,  
Lending Money on Stocks and other Securities, making Col-  
lections, &c.

The general partners of the concern will be **JAMES M. DRAKE**  
and **GALEN A. CARTER**. **EDWARD B. LITTLE** Esq. has con-  
tributed Fifty Thousand Dollars as special partner.

D. & C. will occupy the Offices No. 49 MERCHANTS' EX-  
CHANGE, (entrance on Wall St.)  
**JAMES M. DRAKE. GALEN A. CARTER.**

**GEO. M. FREEMAN,**

SUCCESSOR TO

**PRATT & FREEMAN,**

PHILADELPHIA

**RAILWAY SUPPLY AGENCY,**

No. 123 WALNUT STREET,

**PHILADELPHIA.**

Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

**MINERS' TOOLS, ETC.**

**COTTON WASTE.**

**WHITE AND YELLOW CAR GREASE,**

**LOCOMOTIVE BRASS WORK,**

Baggage Checks, Barrows, etc., etc.

**RAILROAD LANTERNS, SIGNAL LIGHTS,**

STEAM GAUGES, COCKS AND WHISTLES,

**INDIA RUBBER HOSE PACKINGS, ETC.**

**LANTERNS OF ALL DESCRIPTIONS,**

ENGINE, STATION, AND SIGNAL BELLS,

**Superior Car Upholstery, etc.**

**AGENCY OF THE KEROSENE OIL COMPANY.**

Orders solicited, promptly filled, and forwarded with  
despatch and care at the manufacturers' lowest prices.

**KETCHAM & WILLIAMS,**

STOCK BROKERS,

No. 1 HANOVER STREET,

Near Wall,

NEW YORK.

Stocks and Bonds bought and sold on Commission, and  
Loans negotiated. 6m9

**H. H. GOODMAN & CO.,**

No. 7 WALL ST., NEW YORK,

Dealers in Railway, City, County, and State

**BONDS,**

**RAILS, LOCOMOTIVES, &c.**

We have on hand and for sale, of County Bonds—  
Hardin County (Ky), 6 per cts. Davidson C'ty (Tenn.), 6 p.cts.  
Carter, Bath, and Montgom- Iowa County (Wis.), 5 per cts.  
mery (Ky), 6 per cts. Mineral Point do. do.  
Also a variety of CITY, COUNTY, and RAILWAY  
SECURITIES in smaller lots.  
April 30th, 1866.

**CINCINNATI.****HEWSON & HOLMES,**

AUCTIONEERS AND STOCK BROKERS,

Have regular sales of Stocks, Bonds, and other Securities

EVERY

**WEDNESDAY AND SATURDAY,**

At 1 o'clock at the Merchant's Exchange,

AND IF REQUIRED,

**SPECIAL SALES**

ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.

Offices—Nos. 83 and 85 Walnut street.

Where they offer at private sale

A GREAT VARIETY OF

State, County, City and Railroad BONDS and STOCKS

NEGOTIATE

LOANS, NOTES, BILLS OF EXCHANGE,

AND COLLECT

DIVIDENDS, LEGACIES, DEBTS, &c.

REFERENCE—Ohio Life Insurance & Trust Company Bank

CINCINNATI STOCK EXCHANGE.

**KIRK & CHEEVER,**

Stock Brokers and Railroad Agents,

No. 83 WEST THIRD STREET,

**CINCINNATI, OHIO.**

Railroads Stocks, Bonds, &c., bought and sold on commission.  
Regular sales at public auction at the MERCHANTS' EXCHANGE.

**REMOVAL.**

**W. D. STARLING**, Metal Broker and Rail Inspector,  
from Lawrence Pountney Lane, to the Vestry House,  
LONDON, 1857.

**Nathan Caswell,**

No. 9 Nassau st., New York, Broker in Railroad Iron, refers  
to Messrs. P. CROUTEAU, JR., SANFORD & Co. 6m1

**NEW ENGLAND RAILROAD AND STEAMBOAT  
SUPPLY AGENCY.****HOLT, BRIDGES & CO.,**

NO. 5 WATER STREET,

**BOSTON,**

**WILL** supply all Material and Articles used in the Construc-  
tion and Operating of Railroads at Manufacturers' prices.

Rails, Chairs, Spikes, Wheels, Axles and Tires of all kinds.

**Iron and Steel of any Manufacture required.**

**BOILER TUBES AND FELTING,**

**BOLTS, NUTS & WASHERS,**

**LOCOMOTIVE, HAND AND SHIP LANTERNS,**

**Car Trimmings** of all descriptions. Sperm, Whale,

Lard, Elephant and Cotton Seed Oils, etc.; Paints and Varnishes;

Steam and Water Gauges; Car and Switch Locks; Ventilators,

Bell Cords, Rubber Springs, Hose and Belting; Signal Bells,

Feather Dusters, Machinists' Tools, Gauge Cocks, Oil Cups, etc.

**W. H. HOLT.**

**GEO. E. BRIDGES**, late with Bridges & Bao, N. Y.

**W. H. GILSON.**

**A. S. & A. G. WHITON,**

72 PINE ST., NEW YORK,

DEALERS IN

**RAILROAD IRON,**

**CHAIRS AND SPIKES,**

**LOCOMOTIVES,**

**PASSENGER AND FREIGHT CARS.**

MANUFACTURERS' AGENTS

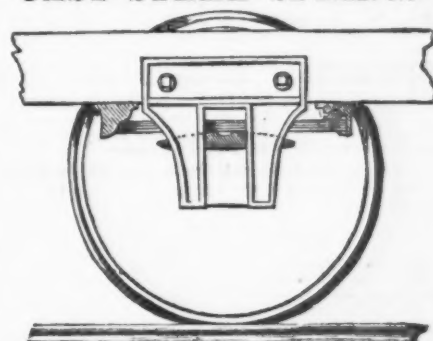
**FOR** Seller's Iron Turn Tables, Dimpfle's Patent Blower,

Gardiner's Volute Car Springs and

**RAILWAY SUPPLIES GENERALLY.**

ALSO

**NEGOTIATORS OF SECURITIES.**

**WATERMAN'S COMPOUND ELLIPTIC  
CAST STEEL SPRING.**

**FROG** Points and Plates forged to pattern. Tires, Wheels,  
Axles, Boiler Plates, Bar Iron, and Rubber goods on hand  
and for sale by  
6m11

**GEO. W. BILLINGS,**

66 Broadway, New York.

**IRVING & WATKINS**

HAVE OPENED

**A REGISTER**

FOR THOSE DESIROUS OF LOANING OR  
OBTAINING MONEY ON

**STOCKS, BONDS, NOTES**

AND OTHER

**SECURITIES,**

AND WILL GIVE THEIR SPECIAL ATTENTION  
TO THE SALE OF

**STOCKS, BONDS, ETC.,**

AT PRIVATE SALE, AT THEIR OFFICE,

NO. 8 PINE STREET.

**DUNCAN, SHERMAN & CO.,**

**BANKERS.**

Corner Pine and Nassau Sts., NEW YORK,

ISSUE

**CIRCULAR NOTES AND LETTERS OF CREDIT,**

For travelers, available in all the principal cities of the world.

**ALSO, MERCANTILE CREDITS,**

For use in **EUROPE, CHINA, etc.** 3m

**DAVID DUNN,**  
MANUFACTURING JEWELLER,  
ROOM 31 GILSEY BUILDING,  
NO. 169 BROADWAY.  
FLAT AND ROUND BAND  
BRACELETS,  
GOLD AND SILVER  
CANE AND WHIP MOUNTINGS,  
AND  
ALL KINDS OF FINE JEWELRY  
MANUFACTURED TO ORDER  
WITH NEATNESS AND DISPATCH.

**NEW ENGLAND RAILROAD  
MUTUAL FIRE INSURANCE CO.**

Office, No. 11 Railroad Exchange, Boston.

THIS Company, composed of Railroad Corporations, insures on the Mutual principle, against loss by Fire, BUILDINGS, BRIDGES, ROLLING STOCK, and other property in which the members have an insurable interest.

DIRECTORS:  
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**OIL! OIL!**

**PEASE'S**

IMPROVED ENGINE and SIGNAL OIL,

FOR RAILROADS, STEAMERS, PROPELLERS,

AND FOR EVERY CLASS OF  
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of  
Thousands of Gallons, prove this Oil to be superior  
for burning, and TWENTY-FIVE per cent. more  
durable than Sperr Oil, for Lubricating, and the only Oil  
that is in all cases reliable, that will keep bearings cool,  
and

**WILL NOT GUM.**

In no case has it failed to meet the approval of the consumer.  
The Scientific American and Manufacturer's Journal, after  
testing this Oil, pronounce it superior to any other for Lubricating.—For sale ONLY by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

**CAUTION.**

As there are numerous imitations of our FRANGIPANNI,  
purchasers are requested to see that the names of PIESSE  
and LUBIN are impressed upon the Bottles.



Sold by all Fashionable Perfumers and Druggists in the  
World.

WHOLESALE AGENT FOR THE UNITED STATES:  
Mr. JONAS PHILLIPS, 87 Pearl st., New York.

**RAILROADS AND STEAMBOATS.**

FOR BOSTON and PROVIDENCE via NEWPORT and  
FALL RIVER.—The splendid and superior steamer  
MORRIS, Capt. Brown, leaves New York every  
TUESDAY, THURSDAY and SATURDAY, at 5 o'clock  
P.M., and the BAY STATE Capt. Jewett, on MONDAY,  
WEDNESDAY and FRIDAY, at 5 o'clock P.M.; from Pier  
No. 3, N. R., near the Battery; both touching at Newport  
each way.

Hereafter no rooms will be regarded as secured to any ap-  
plicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch  
by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

**The REGULAR MAIL LINE**

VIA STONINGTON, for BOSTON and PROVIDENCE  
—Inland route—the shortest and most direct, carrying  
the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and  
COMMODORE, Capt. W. H. Frazer, in co-operation with the  
STONINGTON & PROVIDENCE and BOSTON & PROV-  
IDENCE RAILROAD, leaving New York daily (Sundays  
excepted) from Pier No. 2, North River, first half above  
Battery Place, at 5 o'clock P. M., and Stonington, at 8 1/2 P. M.;  
or on the arrival of the mail train which leaves Boston at  
5.30 P. M.

The COMMODORE, from New York Monday, Wednesday  
and Friday; from Stonington Tuesday, Thursday and Satur-  
day.

The PLYMOUTH ROCK, from New York Tuesday,  
Thursday and Saturday; from Stonington Monday, Wednes-  
day and Friday.

Passengers proceed from Stonington per railroad to Provi-  
dence and Boston in the Express Mail Train, reaching said  
places in advance of those by other routes, and in ample time  
for all the early morning lines connecting North and East.  
Passengers that prefer to remain on board the steamer, enjoy  
a night's rest undisturbed, breakfast if desired, and leave Ston-  
ington in the 7 1/2 A. M. train for Providence.

A baggage master accompanies the steamer and train  
through each way.

For passage, berths, state rooms or freight, apply on board  
the steamer, or at the Freight Office, Pier No. 2 North River,  
or at the office No. 10 Battery Place.

**RAILROAD MAPS,  
THE BEST "GUIDE" IN THE WORLD,  
FOR SALE AT THIS OFFICE.**

**RAILROADS.**

**NEW YORK & HARLEM RAILROAD.**

SPRING ARRANGEMENT,  
Commencing Thursday, April 1, 1858.

TRAINS leave depot, corner White and Centre sts., N. York,  
at 9 1/2 A. M.—Mail for Albany, stopping at Williams Bridge  
and all stations north.  
6 1/2 P. M., for White Plains, stopping at all intermediate sta-  
tions.

Trains leave depot, corner 26th st. and 4th av., New York,  
at 8 1/2 A. M., for Williams Bridge, stopping at all intermediate  
stations.  
11 1/2 A. M.—White Plains, stopping at all intermediate sta-  
tions.

2 1/2 P. M.—Williams Bridge, stopping at all intermediate  
stations.  
4 P. M.—Dover Plains, stopping at all intermediate stations  
5 1/2 P. M.—Williams Bridge, stopping at all intermediate  
stations.

Returning, trains leave Albany for New York, at 7 1/2 A. M.—  
Mail stopping at all stations north of and at Williams Bridge.

W. J. CAMPBELL, Sup't.

**NEW YORK & NEW HAVEN R. R.**

1858. SPRING ARRANGEMENT, 1858.  
Commencing March 15, 1858.

Passenger station in New York, corner 27th st. and 4th av.;  
entrance on 27th st.

TRAINS LEAVE NEW YORK  
For New Haven, 7.20, 8.00 A. M. [ex.]; 12.45, 3.10 [ex.], and  
4.20 P. M. For Bridgeport, 7.20, 8.00 A. M. [ex.], 12.45, 3.10  
[ex.], and 4.20 P. M. For Milford, Stratford, Fairfield, South-  
port and Westport, 7.20 A. M.; 12.45, 3.30, 4.20 P. M. For Norwalk,  
7.20 A. M.; 12.45, 3.10 [ex.], 4.20, 5.25 P. M. For Darien and  
Greenwich, 7.20 A. M.; 12.45, 3.30, 4.20, 5.25 P. M. For Stamford,  
7.20, 8.00 [ex.], A. M.; 12.45, 3.10 [ex.], 3.30, 4.20, 5.25 P. M. For  
Port Chester and intermediate stations, 7.20 A. M.; 12.45, 3.30,  
4.20, 5.25, 6.30 P. M.

CONNECTING TRAINS.  
For Boston, 8 A. M. [ex.], 3.10 P. M. [ex.]. For Hartford and  
Springfield, 8 A. M. [ex.], 3.10 P. M. [ex.]. For Connecticut  
River Railroad to Montreal, 8 A. M. [ex.], and 3.10 P. M. [ex.],  
to Northampton. For Canal Railroad, 8 A. M. [ex.], and 12.45  
P. M. For Housatonic Railroad, 8 A. M. For Naugatuck  
Railroad, 8 A. M., and 3.00 P. M. For Danbury and Norwalk  
Railroad, 7.20 A. M., 4.20 P. M.

JAMES H. HOYT, Sup't.

**NEW JERSEY RAILROAD.**

For Philadelphia and the South and West,  
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A. M.,  
and 4 and 6 P. M.; fare \$3; 11 and 4 go to Kensington.  
Through Tickets sold for Cincinnati (\$17 and \$18.50) and the  
West, and for Baltimore, Washington, Norfolk, etc., and  
through baggage checked to Washington in 8 A. M. and 6 P. M.  
trains.

W. WOODRUFF, Assistant Sup't.

No baggage will be received for any train unless delivered  
and checked fifteen minutes in advance of the time of leaving.

**New York and Erie R. R.**

On and after Monday, May 10, 1858, and until further notice  
PASSENGER TRAINS  
will leave Pier foot of Duane street,  
as follows, viz:—

DUNKIRK EXPRESS, at 6 a. m. for Dunkirk and principal  
intermediate stations.

MAIL TRAIN, at 8 a. m., for Dunkirk and Buffalo, and  
intermediate stations.

ROCKLAND PASSENGER, at 3 p. m., from foot of Chamber  
st., via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 p. m., for Newburgh, Middletown  
and intermediate stations.

NIGHT EXPRESS, at 5 p. m. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira,  
Canandaigua and Niagara Falls Railroad, for Niagara Falls; at  
Binghamton with the Syracuse and Binghamton Railroad, for  
Syracuse; at Corning with Buffalo, Corning and New York  
Railroad, for Rochester; at Great Bend with Delaware, Lacka-  
wanna and Western Railroad, for Scranton; at Hornellsville  
with the Buffalo and New York City Railroad, for Buffalo; at  
Buffalo and Dunkirk with the Lake Shore Railroad or  
Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.

CHARLES MORAN, President.

**HUDSON RIVER R. R.**

FROM December 2, 1857, Trains will leave Chambers street  
station as follows: Express Trains, 6 1/2 A. M., and 4 1/2 P. M.;  
Albany Passenger Train, 11 1/2 A. M.; for Sing Sing 4 P. M.; for  
Poughkeepsie, 8 1/2 A. M., and 3 1/2 P. M.; for Peekskill 5 1/2 P. M.  
The Poughkeepsie, Peekskill and Sing Sing Trains stop at the  
Way stations. Passengers taken at Chamber's, Christopher  
and Thirty-first streets. Trains for New York leave Troy, a  
6 1/2 A. M., and 12.35 and 5 1/2 P. M.; East Albany, at 7 and 8.25  
A. M., and 1 and 6.10 P. M.

A. F. SMITH, Sup't.

**U. S. MAIL AND EXPRESS ROUTE  
DIRECT FOR  
Iowa, Kansas and Nebraska.**

CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM  
CHICAGO TO AURORA, MENDOTA, PRINCETON,  
GALESBURG, QUINCY, BURLINGTON, ANY PART  
OF SOUTHERN OR CENTRAL IOWA, KANSAS  
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of  
South Water street, Chicago, daily as follows:—

9.45 A. M.—MORNING EXPRESS.—Connecting at Mendota with  
Illinois Central Railroad, north for Amboy, Dixon,  
Galena and Dunleith, south for La Salle, Bloomington,  
Decatur, Springfield, Jacksonville, St. Louis,  
Cairo, &c.; at Galesburg with Northern Cross R.R.  
for Quincy, &c.; and at Burlington with Burlington  
and Missouri River R. R., and with Packets for  
points up and down the Mississippi river.

8.45 P. M.—EVENING EXPRESS.—Making same connections as  
above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P. M.  
BAGGAGE CHECKED THROUGH TO BUR-  
LINGTON AND QUINCY.

THROUGH TICKETS can be procured at all the principal  
eastern railroad offices and in Chicago at the Depot and at the  
Michigan Central R. R. office, corner of Lake and Dearborn  
streets, opposite the Tremont House.

SAM'L POWELL, Gen. Ticket Agent.

C. G. HAMMOND, Gen. Sup't.

**Philadelphia, Wilmington &  
Baltimore Railroad.**

UNITED STATES MAIL ROUTE TO THE  
SOUTH AND WEST.

Trains will leave the Southern and Western Station, corner of  
Broad and Pine streets, Philadelphia, at 8.30 am, 12.45, 3 and  
11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.  
From New York to Wilmington.....\$15 50  
do do Norfolk.....8 50  
From Philadelphia to Wilmington.....14 00  
do do Norfolk.....6 50  
do do Petersburg.....9 00  
do do Richmond.....8 00

FARE BY THROUGH TICKETS TO THE WEST.  
From New York to Cincinnati.....\$17 00  
do do Louisville.....19 00  
From New York to Indianapolis.....19 00  
From Philadelphia to Cincinnati.....16 00  
do do Louisville.....18 00

An extra charge will be made for meals and state rooms on  
board the boat.

GEORGE A. PARKER, Sup't.